

• OFFICIAL ORGAN OF THE SEAFARERS INTERNATIONAL UNION • ATLANTIC AND GULF DISTRICT • AFL-CIO •



Standing By. Oldtimers from the A&G District and West Coast affiliates take it easy between calls for American Coal vessels and enjoy the sun outside the SIU Colley St. hall set up for the coal beef in Norfolk. Pictured (l-r) are Charles West, SUP; Danny Gorman, A&G; Wallie Pottle, Fred Brown, MC&S; and F. P. Marquez, A&G. At latest count SIU still leads NMU 100-94 in jobs. (Story on Page 2.)

SIU STRIKES BULL LINE IN WAGE BEEF

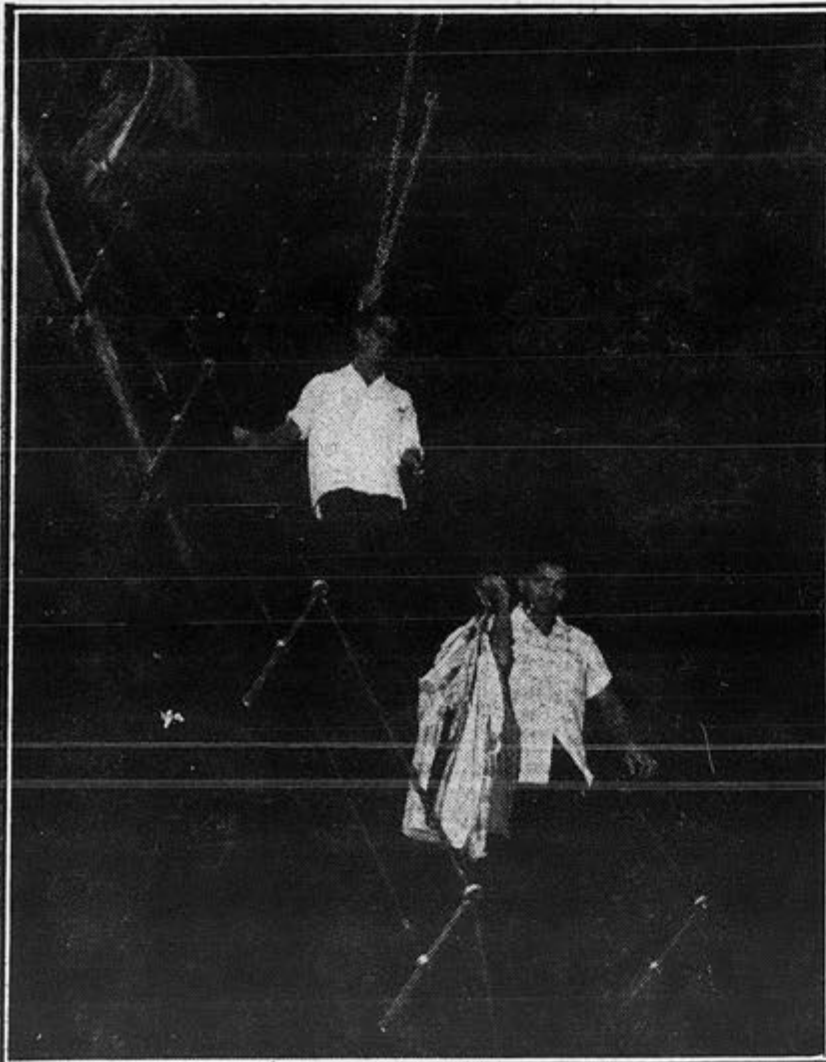
—Story On Page 3

2 Gulf Victories Boost SIU Streak

—Stories On Page 2

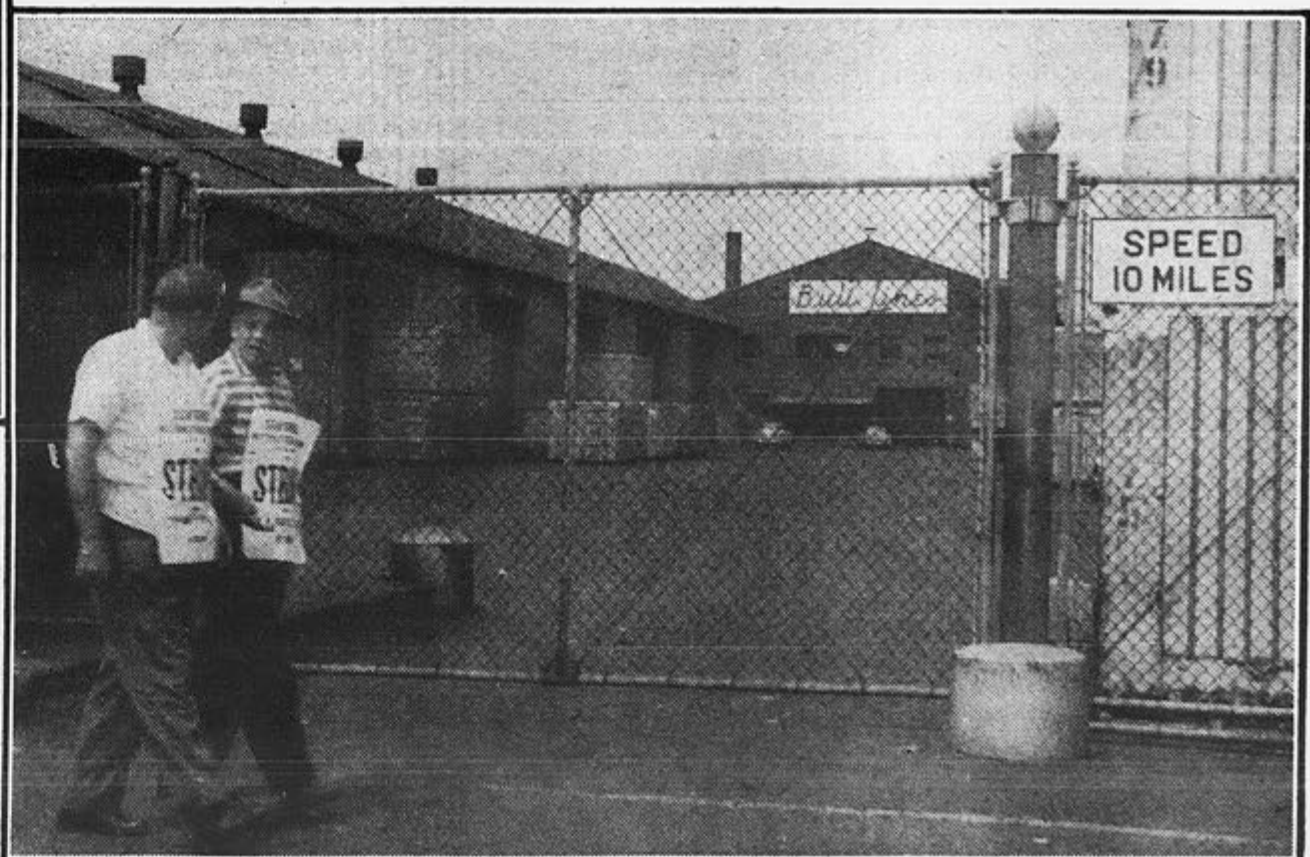
Canadian SIU Signs Up British-Flag Cableship

—Story On Page 16



All's Quiet On Bull Line Pier.

Francisco Cornier, AB (bottom), and P. Cardone, OS, lead the parade of SIU crewmembers off the Kathryn after the SIU struck Bull Line in a wage reopening dispute. At right, Seafarers Harry Singleton, engine utility (left) and Joe Wagner, bosun, walk the deserted pier, which is tied up by a 24-hour picket line. The MEBA and the MM&P later set-up picketlines in separate wage disputes with the company. The Frances, Beatrice and Elizabeth have also been idled by the beef, which is confined to Bull Line's Brooklyn terminal at this time. (Stories on Page 3.)



FIRST OF A SERIES **The UNIONS of AMERICA** **No. 1 - The I.L.G.W.U. CENTERFOLD**

SIU Adds 2 Victories In Gulf

Baroid Pact Ups Pay \$50-\$75 Per Month

NEW ORLEANS—Wage increases ranging from \$50 to \$75 a month were won for tugboatmen of the recently-organized Baroid Division of the National Lead Company in a collective bargaining agreement just completed by SIU-HIWD negotiators.

The agreement also extended coverage of the SIU Harbor and Inland Waterways Division's welfare plan to the Baroid tugboatmen and their families.

In a National Labor Relations Board election here June 10-11, the men voted four to one for SIU-HIWD representation. The bargaining unit includes 18 employees.

Other principal contract gains won for the men include the following items:

- Two weeks annual vacation.
- Vast improvements in shipboard living and working conditions.
- Job security guarantees spelled out in comprehensive seniority provisions governing layoffs and promotions, plus a tightly-worded grievance and arbitration procedure.
- Union shop and other union security clauses.
- Seven paid holidays annually.

- Provision for leaves of absence up to 30 days annually.
- Medical examination procedure providing for exams by company physicians and the US Public Health Service, with New Orleans' Ochsner Clinic to act as a referee at the company's expense in disputed cases.

The company, which began operations little more than a year ago with one boat, is a major supplier of drilling mud and chemicals used in the Louisiana tidelands oil exploration and production industry. This industry is rapidly growing.

It operates four small pusher-type towboats and one service barge in the intracoastal canal from New Orleans to Cameron, La., and in the offshore waters of the Gulf of Mexico. Baroid just completed a big production plant on the industrial canal here.

Magco Tugs Go SIU 2-1 In La. Tidelands Election

NEW ORLEANS—Turning down a desperate, last-minute management attempt to deprive them of bona fide union representation, tugboatmen employed by the Magco Towing Company here voted for the SIU by a majority of more

Wins Mount Up

The SIU election victory in Magco Towing and the new contract for National Lead's Baroid Division are but two of the forward strides made in behalf of Atlantic and Gulf Coast harbor and inland waterways workers in recent months. Last March the SIU-HIWD scored a major victory by breaking into the non-union tidelands oil industry and signing Phillips Petroleum to a contract. In April the HIWD won top contract conditions for the 286 employees of the G&H tugboat company, largest in the West Gulf. Following this, the HIWD also won important contract gains for both licensed and unlicensed tug and barge workers in the Baltimore area after topheavy SIU majorities of 28-0, 127-9, 19-0 and 64-0 in several NLRB elections.

than two to one in a National Labor Relations Board election this week.

The official NLRB count was 14 to 6 in favor of representation by the SIU's Harbor and Inland Waterways Division. The Magco towboatmen followed the example of other harbor and inland waterways workers in this area who have been turning to the SIU in steadily increasing numbers for assistance in raising substandard wages and working conditions in unorganized fleets.

Management in Magco fought the SIU all the way. On the eve of the election the company sought to influence the vote in its favor by holding "command performance" parties in New Orleans and Lake Charles.

"The men were not deceived by these tactics," said Lindsey Williams, SIU New Orleans port agent. "They stood steadfast in their determination to win the right to have SIU representation."

"They were aware that if the company had any real interest in their welfare, it would have displayed it by extending decent wages and conditions to them long ago. One man who had been employed by the company three years ago said the two parties given by management during the election

(Continued on page 15)



SUP oldtimer Phil Treanor looks bewildered over the many tricks Curran has pulled out of his hat in the ACS beef. Phil and his brother Charlie came to Norfolk to bid for coal ship berths.

SIU Holds Coal Lead; NMU Mum

NORFOLK—The usual Labor Day quiet won't be felt much here this year. The battle to put replacements on American Coal ships resumes this week.

On tap for possible replacements are the Coal Miner and the Harry L. Glucksman, which is due in tomorrow. All crewed up but still in port is the Casimir Pulaski, which arrived last week but still hasn't taken on any cargo.

The company's favoritism for the National Maritime Union still hasn't been able to overturn the SIU lead in jobs, which stands at 100 to 94.

SIU hasn't been headed in jobs since a Federal court order last spring knocked out the company-NMU contract and required crewmembers for the seven coal ships to be hired strictly on the basis of seniority in the industry.

Unable to publish the actual job standings since it's behind, NMU continues to cry "foul" and "lies" in a bid to rally the wavering support of its own members. The union has been financing its end of the coal drive by hitting up NMU members to take \$5 "Hiring Hall Defense Fund" stamps, but a steady pitch in the "Pilot" for more "contributions" is bearing little fruit. The fund is admittedly running more and more behind.

Besides SIU-A&G veterans, West Coast oldtimers from the Sailors Union, Marine Firemen and Marine Cooks and Stewards Union have turned out to compete for jobs in a joint effort to win the beef.

Curran Adds To Raw Record In Latest Blacklist Stand

It's by no means a record, but NMU President Joe Curran's latest unholy alliance hasn't even lasted out the usual 90-day trial period. Since the SEAFARERS LOG first published the story of the NMU-AMMI shipowner arrangement for an industry-wide blacklist, Curran has been bailing out on his accomplices faster than you can bounce a ball.

When the LOG broke the story, Curran characteristically donned his mask of indignation and ran off press releases "informing" his AMMI colleagues that he wouldn't go for any such blacklist scheme. And his signature was scarcely dry on the agreement. That left Ralph Casey, AMMI president, out in left field—all alone, even if only for propaganda purposes. He still had

the blacklist agreement, however, and the LOG has learned that it hasn't been voided, despite Curran's public "protests."

Still smarting from the unscheduled exposure of the NMU-AMMI blacklist setup, Curran self-consciously cast about for another scapegoat. He found one in the Marine Index Bureau, the outfit which was to keep the records of NMU men fired as the result of shipboard loggings, for which

flimsy reason NMU companies could refuse to hire them.

The interesting thing about Curran's selection of Marine Index as a target of his blasting is that it points up the man's consistency at being inconsistent. For example:

In the NMU "Pilot" of May 23 (just three months ago), the Marine Index Bureau was quoted as an authority on statistics about seamen. At that time, Curran had no quarrel with the facts it presented; its reports were taken and delivered to the NMU membership as gospel.

Imagine, therefore, the confusion among NMU men when they read the "Pilot" of August 15 (after the LOG exposure of the NMU-AMMI-Marine Index blacklist deal). In that issue, Curran called the Marine Index Bureau "the world's worst source of information about seamen." The Bureau's handling of statistics, Curran piously pointed out, "has consistently provided ammunition for elements seeking to undermine safeguards set up for the protection of seamen."

Curran's "can't-live-without-you-in-May-but-how-I-hate-you" (Continued on page 15)

'Odd Chair'



SEAFARERS LOG

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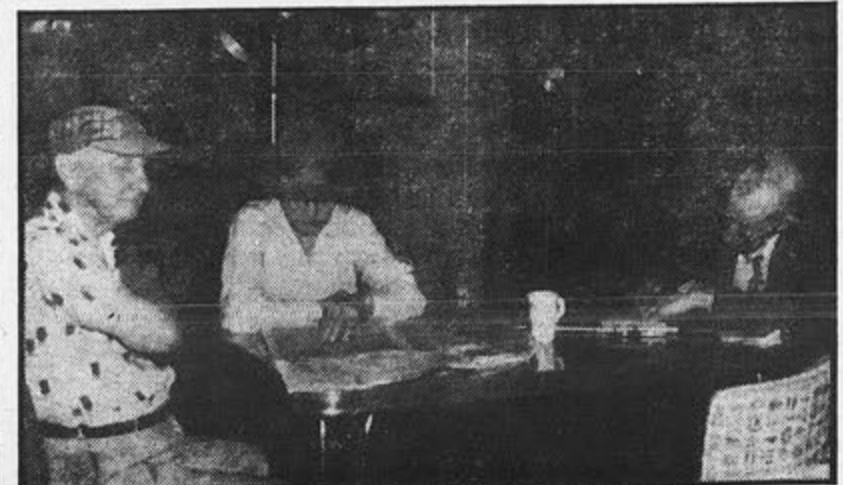
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SIU TUG RAMMED -2 LOST

TAMPA—Two SIU men lost their lives last Friday when a barge broke loose in heavy seas and rammed and sank the Bluestack tug "Kay R" outside the harbor entrance.

The two SIU men lost are George Hicks of Tampa and George Cartwright of Oldtown, Fla., who were trapped in the engine room when the tug capsized. The "Kay R" had been towing two loaded barges when one snapped her lines and crashed into the tug's stern.

Bodies of both men were thrown clear of the wreck and were later recovered two miles from the scene of the disaster. All other crewmembers escaped injury.



Some like to read, some to write, while others merely like to sit and doze. Whatever it is, it helps to pass the time away between calls for the American Coal ships. Pictured above at the SIU Colley Street hall in Norfolk are (left to right) Danny Gorman, A&G; Sig Johnson, MC&S, and Robert Donahue, also of the A&G.



Foot and mounted patrolmen watch as SIU pickets Bill Brown and Nicholas Goresch stand for the LOG photographer. Scores of policemen stand guard around the deserted Bull Line piers. Goresch was serving in the steward department on the SS Frances when the SIU strike was called.

SIU Strikes Bull Line In Wage Beef

Unable to make any headway in wage talks with the Bull Line after two months of negotiations, the SIU, struck the company at its Brooklyn terminal on Monday, August 19. The four-ship installation has been tied up tight ever since by a 24-hour picketline manned by Seafarers.

The strike was called in accord with prior membership authorization after the Union's negotiating committee reported a breakdown in discussions with company representatives.

First ship affected was the Frances, which was tied up soon after her arrival at the 20th Street pier the day the strike began. Since then, the Kathryn, Beatrice and Elizabeth have been idled. The strike is confined to the company's Brooklyn terminal at this time.

Lines Observed

Two days after the SIU walk-out, the Masters, Mates and Pilots and the Marine Engineers Beneficial Association struck the company in separate disputes on monetary matters. The radio officers union, staff officers, teamsters and longshoremen are respecting all lines.

Bull Line went into court a week ago seeking a restraining order against picketing but after a hearing on Tuesday Justice John E. Cone of the State Supreme Court reserved decision on the company petition.

The SIU originally moved to reopen its agreement under the standard reopening clause calling for talks on wages and other monetary items at the initiation of either party.

Talks with Bull Line reached an impasse a few days before the strike call over demands for parity with the West Coast scale on overtime and penalty rates plus an across the board 20 percent increase in wages, OT and penalty

rates, all retroactive to July 1, 1957.

Present basic monthly wages for an AB under the SIU agreement (Continued on page 15)

Hearing Due On Robin Ship Vote

A formal hearing on the SIU's petition for an NLRB election on the eight Robin Line ships now owned and operated by Moore-McCormack is expected on September 16. A&G headquarters is awaiting confirmation of this tentative date.

An informal pre-hearing conference of SIU, NMU and Moore-McCormack representatives was held last Thursday, August 22, with NLRB examiner L. J. Lurie. Attending for the SIU were assistant secretary-treasurer Claude Simmons; Seymour W. Miller, the union's general counsel, and William Feldesman, of Miller's office.

The SIU filed its election petition on August 9 to protect the job rights of Seafarers on Robin Line ships after Moore-McCormack placed them under the jurisdiction of the NMU contract.

This was done despite the wishes of the men involved and a long record of SIU bargaining in behalf of these crewmembers.

SUP Seeks Family Benefits, Expanded WC Joint Action

SAN FRANCISCO—Negotiations are under way with trustees of the SUP Welfare Plan to obtain a full range of medical and hospital benefits for the wives and dependent children of members of the SIU-affiliated Sailors Union of the Pacific.

SUP Secretary Morris Weisberger said a plan similar to the one already effective in the Marine Cooks and Stewards Union and the Marine Firemen's Union is being sought. He added that efforts may be directed in the future to setting up a joint plan to cover all three unions.

Joint action among the three West Coast SIU affiliates on a combined pension plan is already nearing completion. This will mean a merger of the three existing pension programs and possibly pave the way for expanded benefits through savings in various costs.

The unions already negotiate jointly on contracts with most West

Coast operators as the SIU Pacific District.

In a referendum vote last summer, members of the Sailors Union authorized negotiations for Blue Cross or similar coverage for their families to be paid for by monthly contributions. This plan was later shelved with membership approval due to the various legal and practical problems that developed.

One of the principal reasons for seeking the dependents' coverage at this time, Weisberger pointed out, is the growing emergence of family men among the SUP membership. Stabilized employment, plus good wages and working con-

ditions have helped bring today's seagoing man to the point where he can readily raise a family and establish a permanent shore-side home.

He noted also that the SUP had in the past provided a variety of other benefits for its members which other unions did not have, particularly homes and other benefits for union oldtimers. At the time, a large percentage of the Sailors membership was unmarried, but union records now show that this situation has changed.

In other joint action among the Sailors, Firemen and Cooks, the three unions have combined their individual newspapers to issue a joint special "Labor Day" edition today. The special issue will carry news of all three unions. Regular editions of all three publications will be issued on schedule next month.

Message To SUP, MFOW & MCS For Joint Labor Day Edition

The action of the Pacific District unions of the Seafarers International Union of North America in issuing a joint special Labor Day edition of their publications is an historical development in maritime. The International congratulates each of the affiliates involved in this forward-looking project.

It is fitting that the Sailors Union of the Pacific, the Marine Firemen's Union and the Marine Cooks and Stewards Union should utilize the occasion of Labor Day to demonstrate their unity of purpose and their common objective of serving and advancing the cause of West Coast seafaring people, all of whom are joined under banner of the SIU of NA.

The SUP and the MFOW and their memberships have their individual solid trade union traditions, built over years of struggle and accomplishment in protecting and furthering the welfare of seafaring men. They have now been joined by the Marine Cooks and Stewards, who already have shown clearly their ability to contribute to the well-being of ship's cooks and stewards, as well as to the maritime labor movement in general.

This joint Labor Day edition, presenting information on a cooperative basis to the respective memberships is testimony to the SIU Pacific District unions' determination to work together for the good of all the people they represent, and to their awareness of the strong relationship among all SIU of NA unions.

In behalf of the International, we salute the SUP, the MFOW and the MCS for their awareness of the mutual benefits of joint, cooperative trade union effort, as evidenced by this combined Labor Day edition of the "West Coast Sailors," "The Marine Fireman," and the "Stewards News."

Fraternally,

Paul Hall, President

Seafarers International Union of North America, AFL-CIO

MMP, MEBA Strike Bull Line

Faced with the Bull Line's flat rejection of their wage demands, members of two AFL-CIO licensed officers unions walked off the company's ships ten days ago at its Brooklyn terminal.

The Masters, Mates and Pilots and the Marine Engineers Beneficial Association set up separate picketlines two days following SIU strike action in a separate wage dispute.

MEBA and the MM&P are seeking a six percent general wage increase plus additional compensation for the licensed deck and engine officers. The two unions opened talks on June 15 under terms of a wage review clause in their agreements with Bull Line.

No Agreement Reached

Talks since that time failed to produce any agreement on the issues. Earlier, the MEBA notified its members on Bull Line ships that the company had flatly refused its proposals and that unless there was a change in the picture "it may be necessary for the union to resort to economic action."

A similar position was set forth by the MM&P on behalf of the deck officers.

An injunction petition against both unions similar to the one sought against the SIU is still pending in Brooklyn Supreme Court. Decision on the petition by Bull Line has been reserved pending further study by Justice John E. Cone.

Teamsters, longshoremen, radio officers and pursers are observing all lines.



Licensed engine and deck officers take their turn picketing at the Bull Line terminal.

Scholarship Winner Eyeing New Career

Still floating on a cloud from the news that she had won one of the SIU \$6,000 scholarship awards, Joyce De Vries, daughter of Seafarer Peter De Vries, has come down to earth long enough to make plans for her future.

Originally, she said, "I chose the pre-nursing course . . . Now that I have received a scholarship . . . I realize I can afford four

years of college. Therefore, I am contemplating a career in physical therapy."

Miss De Vries, who is 18, was born in New York. But she has spent most of her life on a farm in Pennsylvania, where she learned how to raise, train and



Joyce DeVries (left) and dad Peter DeVries, SIU steward.

Snag P-A's Bid To Buy Coast Line

WASHINGTON—An ICC examiner has recommended the denial of Pan-Atlantic's application to purchase the operating rights of Agwilines, Inc.

The SIU company is seeking to buy out operators with inactive coastal certificates in an effort to protect its own investment in equipment and facilities for trailer operations. Expanded trailer service is due to start up soon.

Pan-Atlantic's present certificate covers all of the ports for which Agwilines holds operating rights, with the exception of Key West. While P-A is not now interested in servicing Key West, it wants to make certain it will not suddenly be confronted with "overnight" competition from that area.

The Interstate Commerce Commission examiner noted that the purpose of the purchase was "not to reactivate it but to extinguish it through merger." He said the ICC had no authority to assist a carrier in that fashion.

show thoroughbred dogs who were bred on the farm along with the usual assortment of farm livestock.

She attended local grammar and junior high schools, and when the family moved to Hatboro went to school at Upper Moreland High School. There she compiled an outstanding scholastic record while taking an active part in school sports.

Last fall, Miss De Vries entered Cedar Crest College, a girls' school in Allentown, Pennsylvania, where she made the dean's list in her second term and won further awards in athletics and music. During the summer break she is working as a waitress at a bible conference in Sandy Cove, Maryland.

Miss De Vries' father, Seafarer Peter De Vries, sails as chief steward on SIU ships.

LABOR ROUND-UP

Some 300 members of Boston Malters Union 16 have completely stopped the presses at three leading Boston papers with their strike for higher wages. The malters are seeking pay parity with malters in other major cities. Boston's scale is \$94.13, while the average scale in other major cities is \$108 to \$110. The strike proved effective when other craft unions refused to cross the union's picket lines.

The Brotherhood of Railroad Trainmen, with a total membership of about 220,000, has been accepted for affiliation with the AFL-CIO providing questions of jurisdiction and constitutional matters can be straightened out. The jurisdictional issue involves relations with two similar railroad brotherhoods and the constitutional question concerns a racial provision in the BRT constitution.

Harry Singer, a long-time member of the Newspaper Guild of New York, received a check for \$18,240 in severance pay when he retired from the New York Post. Singer, who had been sports editor of the Bronx Home News, remained in that position when the News was taken over by the Post. He had a total service record of 45 years and was entitled to 100 weeks severance pay under the Guild contract. The sum is believed to be the largest severance payment collected by any individual under the Guild contract.

Strategy is being planned for an all-out organizing drive among employees of Cone Bros. Contracting Co., one of Florida's largest highway construction firms. Wages are the main reason for the drive. Under the present scale skilled craftsmen get \$1.35 or \$1.40 an hour while unskilled workers get only \$1 or slightly higher an hour. An

overwhelming majority of the firm's 1,100 workers have signed pledge cards with unions in the construction and building trades fields.

More than 400 members of Machinists Local 63 put in a four-hour day at the Iron Fireman plant in Portland, Oregon, to help a fellow worker. Pay checks totalling \$5,800 were turned over to Gerry Gaage and his wife. The couple recently lost their three small daughters and almost all of their possessions after fire destroyed their home. Plans for the work-day benefit were arranged by union and company officials.

Int'l Safety Confab Sought

WASHINGTON—The House Merchant Marine Committee has called on the State Department to initiate a new International Convention for Safety of Life at Sea. The convention would revise the recommendations of the 1948 convention in the light of findings about the Andrea Doria-Stockholm tragedy a year ago.

Last month, a Coast Guard report called American passenger liners the safest in the world. The CG report implied that an American ship hit the way the Doria was, would probably have been able to keep from heeling as badly and might not have capsized.

Welcoming Party for SIU Dad



Posing for the LOG photographer on a visit to the New Orleans Hall are Mrs. Bernie Guarino, Seafarer Louis Guarino and Bonnie Ann Guarino, 2 1/2, daughter of Seafarer and Mrs. Bernie Guarino. Uncle Louis brought his niece and sister-in-law into the hall to meet dad on his return from a foreign voyage.



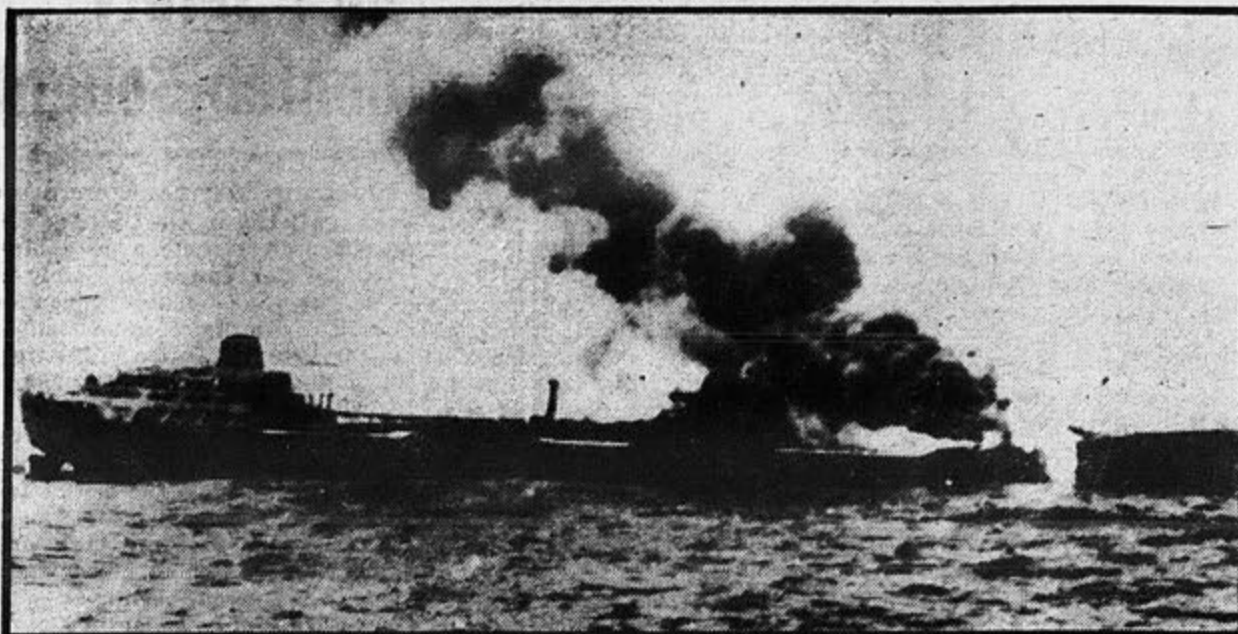
"ANY WAY YOU SLICE IT . . ."

. . . make sure you are using a good tool. Putting it another way, a sharp, keen knife slices the meat. A dull blade is liable to slice the meat handler, because a dull knife is an inefficient tool which is more difficult to control.

What goes for the galley is true anywhere else on the ship. The screwdriver with the chewed-up bit, the hammer with a loose head, the splayed chisel—all these are dangerous to the man who uses them. What's more they make a hard job out of an easy one and an impossible job out of a hard one. Use the right tool; use the good tool and save yourself from injury.

AN SIU SHIP IS A SAFE SHIP

Explosions Sink Liberian Tanker



Dense smoke pours from the decks of the tanker World Splendour after two explosions crippled the ship off Gibraltar last week. The 40,000-ton Liberian-flag vessel sank later while under tow. All but five of the tanker's complement of 88 were reported rescued. The vessel, manned mostly by Indians under Greek officers, was owned by the Stavros Niarchos shipping interests.

Phony Fronts Renewing Bid To Influence Marine Unions

A behind-the-scenes effort to interfere in the internal affairs of marine unions is being revived by outside individuals intent on using the labor movement for their personal benefit.

One of the figures reported behind the meddling move is Ben Sterling, New York attorney identified with a number of involvements in the internal business of marine unions. The tactic in such operations is the employment of disruptive and unwitting elements to carry the ball inside the union—in its meetings, shipboard bull-sessions and through deceptive literature.

Sterling has admittedly dispensed large sums of money to individuals willing to serve as disrupters and betrayers of their unions and their fellow union members' security in the marine industry. These activities backfired several times in the past.

In February, 1955, the Marine Engineers Beneficial Association, AFL-CIO, took action which led to the severance of his role as counsel to that union's New York Local 33. The MEBA action followed a study of involvements by outside elements in the internal affairs of marine unions.

Over the years, Sterling has been known for his association with several unsuccessful attempts to gain an influential position in virtually every maritime union. His activities in this regard have been directed against the SIU, the National Maritime Union, the MEBA and the Masters, Mates and Pilots.

Sterling also worked with the International Longshoremen's Association after that organization was expelled from the American Federation of Labor for failing to operate as a trade union. He was irrefutably identified with discredited elements seeking to destroy the AFL-CIO's efforts to build a democratic union of longshore workers on the waterfront.



Attorney Benjamin B. Sterling leaves New York police station after being questioned concerning attempted murder of SIU Secretary-Treasurer Paul Hall at the end of 1954.

Further evidence of Sterling's contempt for legitimate marine unionism and the welfare and security of the seafaring man was pin-pointed by his association and activity with a dues-grabbing outfit chartered by the ILA—the United International Seamen's Union—which sought to victimize already suffering crewmembers aboard Panamanian, Liberian and other runaway-flag ships.

The phony UISU also had an ambitious but fore-doomed plan, as related by one of its former officials: "When the AFL and CIO contracts run out, we will jump in

and sign the ships..." He explained that he referred to all unlicensed and licensed jobs aboard ship.

This odorous project eventually drew the fire of the International Transportworkers Federation, a worldwide organization representing legitimate unions in the transportation field. The ITF action, taken at its 1955 conference in Belgium, nailed the UISU as an outfit formed to "exploit" seafaring men. The ITF condemned the UISU and those associated with it for "these malpractices..."

Another example of the extent of Sterling's involvement in internal union affairs was his own testimony under examination by a New Jersey prosecutor last October. Sterling at that time confessed to handling at least \$30,000 of funds, part of which were used in the plot to murder SIU Secretary-Treasurer Paul Hall. Some \$4,000 of the money passed out by Sterling served as a down payment to James Cobb, the hired triggerman now serving a 5-7 year sentence for his part in the plot.

The NMU's experience with maneuvers by outside individuals to bust into its internal affairs in 1954 caused the NMU "Pilot" to state: "This smear literature... comes from a group of lawyers, 'ambulance chasers,' no less, who would like to get their hands on some union business, and through that victimize seamen for the profit of a few... The presence of lawyers in this conspiracy is clear enough..."

All of the foregoing disclosures slowed down the activities of the professional union meddlers. Activity in this direction was halted because it was difficult for them to have their paid accomplices stand up inside the union; it was too easy for them to be exposed for what they were. There followed a period of relative quiet.

Now, however, for some reason they believe this is the proper moment to renew this activity. And, as the evidence indicates, they have decided to send their paid stooges into the marine unions once again. Their job is to create confusion, suspicion and anything else that will serve their master's ultimate goal.

But, as the record indicates—once the maneuver is exposed, the seafaring man is capable of putting the proper label on the operation.

Weisberger Raps MSTs As Senate Slates Probe

WASHINGTON—Never popular with union seamen because of its direct competition with private shipping and below-standard conditions, the Military Sea Transportation Service was raked over the coals this month by SUP Secretary Morris Weisberger.

The head of the SIU-affiliated Sailors Union of the Pacific challenged a lengthy article attempting to justify the MSTs in the "United States Naval Institute Proceedings." He called it "a studied effort to ignore the record of American seamen's unions whose training and supplying the necessary personnel during both wars has never been questioned."

An investigation of MSTs has been scheduled for the near future by the Senate Foreign Commerce Committee. Chairman Sen. Warren G. Magnuson said the committee would try to learn whether MSTs is getting larger than Congress intended, and will compare its operating costs and relative efficiency with private shipping operations. Special emphasis would be placed on areas where MSTs poses "unnecessary Government competition with private enterprise."

Training Program

Weisberger contrasted the Government outlay of "many millions in a hurried program to train 'land-lubbers' to become efficient seamen" with the no-cost training programs established by the maritime unions. He cited a Government cost figure of \$654 per man.

The SUP secretary also noted an editorial in "The New York Times" of October 1, 1942, which said in part:

"If this nation has done too little for its friends overseas, the fault does not lie with the merchant seamen. For every crew lost other crews have appeared on the docks. They did not have to be taken from jails or kidnapped in mean streets, as occurred in the great days of the Elizabethan adventurers. The sea has known no greater glory than they have cast over it."

Weisberger emphasized that the unions' opposition to MSTs was simply based on the fact that "the maritime industry appears to be the only major American industry in which private enterprise must contend with Government competition."

Dew-Line Role Praised

The same issue of the "West Coast Sailors" detailing the SUP blast against the magazine article carried a letter from the MSTs commander for the Pacific area praising the union's role in manning the DEW-Line supply ships this summer. The latter lauded the union's "valuable assistance in re-

ferring qualified seamen for employment... results of referrals were gratifying..."

MSTs operates 298 ships, of which 245 are owned by the Government, and employs more than 12,000 seamen. Its 1958 budget, not yet approved, amounts to \$481 million.

Baltimore Tug Drive Adds Pacts

BALTIMORE—Organizing efforts among the tugboat companies in the Greater Baltimore area is continuing in high gear. Interim contracts have already been signed with the Sadowski Towing Co., and the Berg Towing Co.

Shipping has again been off, port agent Earl Sheppard stated, so there are plenty of men on the beach to handle whatever jobs may come along.

There were 10 vessels paying off, seven signing on, and 15 in transit during the past two-week period. The Santore, Chilore, Feltore, Cubore, Chilore (Ore); Seamar (Calmar) and Evelyn, Mae, Emilia and Angelina (Bull) paid off. Vessels signing on were the Santore, Chilore, Oremar, Feltore, Cubore (Ore) and Seamar and Bethcoaster (Calmar).

Alcoa's Partner, Runner, Pegasus, Worker, Pilgrim, and Puritan; the Robin Locksley, Robin Gray (Robin); Venore, Baltore, Santore, Oremar, Marore (Ore) and Bethcoaster and Texmar (Calmar) were in transit. There were no major beefs on any of the vessels.

Quitting Ship? Notify Union

A reminder from SIU headquarters cautions all Seafarers leaving their ships to contact the hall in ample time to allow the Union to dispatch a replacement. Failure to give notice before paying off may cause a delayed sailing, force the ship to sail short of the manning requirements and needlessly make the work tougher for your shipmates.

MEANY NAMED TO UN

WASHINGTON—AFL-CIO President George Meany has been appointed a member of the United States delegation to the forthcoming session of the United Nations General Assembly.



AFL-CIO Pres. George Meany

The appointment, in recognition of the labor movement's part in helping to build a peaceful, prosperous world, was announced by President Eisenhower. The AFL-CIO Executive Council adopted a resolution lauding the Administration's action.

First Labor Delegate

President Meany is the first leader of the American labor movement to serve as a delegate to the UN Assembly. Other union leaders have been named in the past as alternate delegates and advisers to special groups. The General Assembly sessions open Sept. 17 in New York.

SEAFARERS

PORT O' CALL

New York and Baltimore
675-4TH AVENUE • 1216 E. BALTIMORE
BROOKLYN BALTIMORE

Absentee Balloting Rules Still Rough

Absentee balloting procedures have been modified slightly since last year, but it is still pretty hard for seamen to vote in state and national elections.

The latest procedures include a new "franked" postcard application form for absentee ballots, and a change in the date on which Mississippi will mail ballots to absentee voters. Under its new rules, Mississippi will send ballots out 40 days before general and special elections. Previously, the ballots were mailed only 30 days in advance.

In other respects, the balloting procedures are unchanged. The re-

ing information available to seamen. Accordingly the cards are being distributed to US Shipping Commissioners, shipping companies, seamen's institutes and clubs and the maritime unions, including the SIU.

The postcards are acceptable in all states except New Mexico and Puerto Rico, where absentee balloting is not permitted, and in Alabama, Louisiana and Pennsylvania, where it is restricted to members of the armed forces.

Other areas permit seamen to vote by absentee ballot, but registration must be made in person. These are Florida and the territories of Alaska and the Virgin Islands.

Other states permit absentee voting in general elections but not in primaries. These are Connecticut, Delaware, Massachusetts, New Hampshire, New York and Rhode Island.

One of the major difficulties in absentee voting is that states do not mail ballots out until a few weeks before the election, with most states allowing a maximum of one month. That does not allow the seaman enough time to get his ballot back in. Seafarers filing for absentee ballots should check their ship's itinerary to get an accurate address covering the period in which the state ballots will be mailed out.

SIU Has Ballots

General elections will be held November 5 in New Jersey, New York, Pennsylvania, and Virginia. Other elections—for local officials and on constitutional amendments and referendum measures—will be conducted in Connecticut, Illinois, Iowa, Kansas, Maine, North Carolina, and Utah. Post card applications for absentee ballots may be obtained from SIU headquarters. For additional information about elections, consult appropriate state or local officials.

sult is that the states control the voting procedure itself, and some states still do not permit absentee voting by seamen. Others have systems that make it difficult for a seaman's vote to count.

The "Federal Voting Assistance Act," passed in 1955, requires the Maritime Administration to make Federal application cards and vot-

Still Loves Those Reds —Bridges

Harry Bridges, whose West Coast longshoremen's union was bounced from the CIO in 1950 on charges of Communist-domination, still makes no bones about his feelings about the Com-mes, especially in the labor movement.

Appearing on a major television show recently, Bridges openly admitted to a nation-wide audience that he has no objection to Communists holding union office.

Bridges, who's often been accused of using the ILWU as an instrument for his own political ideas, also was asked what his union would do if the US decided, for instance, to send arms or troops from the West Coast to fight the Chinese Reds. "Is it alright," he was asked, "for your union to strike and sabotage the plans of your own Government?"

"Well, it could be," Bridges said, "that's happened before." In recent months, especially, Bridges has been strongly urging a resumption of trade with Red China.

The ILWU in the past has been the subject of a number of Government probes of Communism, both in this country and Hawaii, and is currently a target of the Senate Internal Security Subcommittee's investigation of Communism on the East and Gulf coasts.

The Government is attempting to show that Bridges has infiltrated the East and Gulf coasts with a view toward taking over the longshoremen on these coasts.



Spirits are high among union members aboard a bus heading from New Orleans for the AFL-CIO-sponsored volunteer home building project at Cameron, La. Seated in the bus are Seafarer Bob Creel and Painters Union representative Francis Tardy (second row, left). Behind Tardy is A. P. Stoddard, president, New Orleans Central Labor Council. Phillip Piro, secretary, New Orleans Building Trades Council, stands in rear. At right, (wearing white cap) is Seafarer Larry Von Lofton.

SIU On Job For Storm Victims

LAKE CHARLES—An eyewitness account of relief efforts in the Hurricane Audrey disaster area from Seafarer Abner L. Raiford proudly recounts "the great job" being done by SIU men and other trade unionists in Louisiana.

Unskilled workers, including large SIU contingents from here and New Orleans, are working alongside building trades craftsmen to help erect new homes for the hurricane victims. SIU men have turned out weekdays prepar-

ing the way for skilled construction workers to take over on weekends after other jobs and have been returning to assist on Saturdays and Sundays as well. "Just back after a day at Cam-

eron," writes Raiford. "It's a great pleasure to be able to give a helping hand to these people and to belong to a Union such as the SIU . . . with good men who answer the call when disaster happens . . ."



Raiford

"It's a very sad picture out here . . . It makes one sick. Old people with their life's work gone and nothing to look forward to . . . young ones who will hopefully outlive all this.

"There's not a house left standing for miles. About the only thing left is a little statue of the Virgin Mary left untouched . . . Rooftops turn up 20 miles away, boats appear on dry land miles from the water . . . It makes one sit up and take notice of his surroundings . . . You wonder what will be next."

Raiford said he had worked with two gangs from the New Orleans SIU hall and one gang of Seafarers from this area. He said there was plenty of work to be done but volunteers are coming forth to help do the job.

Several hundred persons lost their lives and damage in the millions was reported in the wake of Hurricane Audrey after it struck the Louisiana-Texas border area two months ago.

Digest Of State Laws On Absentee Voting

STATE	MAIL REGISTRATION	PRIMARY VOTE	EARLIEST DATE APPLICATION ACCEPTED	EARLIEST DATE BALLOT MAILED
Alabama	No absentee voting for seamen			
Arizona	yes	9/11	30 days to Saturday preceding election	30 days before
Arkansas	not required	7/31	60 days before	20 days before primary 30 days before general
California	yes (automatic when voted)	6/5	any time	20 days before
Colorado	yes	9/11	90 days before	30 days before
Connecticut	yes	varies	two mos. before	two mos. before
Delaware	yes	8/25	any time	60 days before
Florida	no	5/8	any time	45 days before
Georgia	yes	9/12	any time	when printed
Idaho	yes (automatic when voted)	8/14	60 days before	30 days before
Illinois	yes	4/10	100 days before	45 days before
Indiana	yes (automatic when applying)	5/8	30 before primary 60 before general	30 before any primary 60 before general
Iowa	yes (automatic when voted)	6/4	any time	40 days before
Kansas	yes	8/7	120 before primary 60 before general	21 before primary 25 before general
Kentucky	yes (automatic with application)	8/4	any time up to 10 days before	when available
Louisiana	No absentee voting for seamen			
Maine	yes (automatic with application)	6/18	any time	30 before primary & State 45 before Presidential
Maryland	yes (automatic with ballot)	5/7	any time	55 days before
Massachusetts	yes (automatic when applying)	9/18	any time	indefinite
Michigan	yes	8/7	75 days before	45 days before
Minnesota	yes	9/11	45 days before	when available
Mississippi	yes	8/28	60 days before	60 before primary 40 before general and special
Missouri	yes	8/7	any time	60 days before
Montana	yes	6/5	45 days before	30 days before
Nebraska	yes	5/15	90 days before	15 days before
Nevada	yes	9/4	90 days before	when printed
New Hampshire	yes (automatic when applying)	9/11	any time	20 days before
New Jersey	yes	4/17	any time	24 days before
New Mexico	No absentee voting for anybody			
New York	yes (automatic when applying)	6/5	any time	40 days before
North Carolina	yes (automatic when applying)	5/26	any time	60 days before
North Dakota	yes	6/26	30 days before	21 days before
Ohio	yes	5/8	after Jan. 1	60 days before
Oklahoma	yes	7/3	any time	when available
Oregon	yes (automatic with ballot)	5/18	60 days before	60 days before
Pennsylvania	No absentee voting for seamen			
Rhode Island	yes	9/17	any time	20 days before
South Carolina	yes	6/12	any time	when available
South Dakota	yes	6/5	any time	20 before primary 70 before general
Tennessee	yes (automatic with ballot)	8/2	any time	After Sept. 10
Texas	No registration required	7/28	any time	when available
Utah	yes (automatic with ballot)	9/11	30 days before	when printed
Vermont	yes	9/11	any time	30 days before
Virginia	yes	7/9	any time	90 days before
Washington	yes (automatic with ballot)	9/11	after July 1	25 days before
West Virginia	yes	5/8	any time	70 days before
Wisconsin	yes	7/30	60 days before	21 days before
Wyoming	yes (automatic when voted)	8/21	any time	when printed
Puerto Rico	No absentee voting for seamen			

Boston Lists One CS Payoff

BOSTON—There was not much activity on the shipping side in this port during the past two weeks.

The Council Grove (Cities Service) was the only vessel paying off and signing on during the period. The SS Valley Forge (Peninsular Nav.) stopped into port for repairs before continuing on her trip to Spain. Shipping for the next period, reports James Sheehan, port agent, also looks slow. No payoffs are expected as yet.

YOUR DOLLAR'S WORTH Seafarer's Guide To Better Buying

By Sidney Margolius

'Fair Trade' Laws On Way Out

Families in almost every sizable town are now able to buy vacuum cleaners which list for \$69.50 for as little as \$43, toasters with \$23 tags for \$16-\$17, steam irons for as little as \$12, and almost any other appliances, cameras, watches, power tools, TV and radio sets, sports equipment and many other types of goods at similarly large discounts. They can buy these quite openly, and not only from the over 1,000 discount houses that have sprung up all over the country in the past 12 years, but from chain stores, department stores and independent local retailers. Many stores which used to sell at list prices now try to match the discount houses price cut for price cut.

For "Fair Trade" is now practically dead except on medicines and toiletries where manufacturers still dictate the retail price at which the druggist must sell, whether or not he would like to charge less.

Of 45 states that originally passed such price-maintenance laws, only 31 still have them. Even in those states "Fair Trade" now is a dead letter on many types of goods, as almost all appliance manufacturers, with the chief exception of General Electric and Sunbeam, no longer try to make retailers sell at list prices. This year the camera manufacturers gave up too.

What really has been killing "Fair Trade" has been consumer resistance to the exaggerated list prices manufacturers put on their goods. For example, a typically nationally-advertised watch which has a list price of \$100 at retail actually can be sold profitably at a discount of 40-50 per cent since it costs the retailer only \$37.50 at wholesale. Even if he sells the watch for \$50-\$60 exclusive of excise tax, he has a profit margin of 25-45 per cent.

Appliance Prices Going Down

It makes an amazing difference in your family's living costs if free competition is permitted and retailers are not compelled to sell at manufacturers' list prices. Despite higher prices of steel and other costs, retail prices of household appliances in the Consumer Price Index actually have gone down 14 per cent since the 1947-49 period, reports H. E. Riley, of the Bureau of Labor Statistics. A refrigerator that sold for \$400 six or seven years ago now can be bought for \$288, a decline of 28 per cent. Toasters have gone down 20 per cent and vacuum cleaners about ten per cent in the same period. Washing machines are just slightly below their pre-1950 prices.

In comparison, prices of medicines and toiletries, which are still under "Fair Trade" have gone up sharply in the same period. The drug and toiletries industry is the last stronghold of "Fair Trade" price maintenance. The result is the average cost of prescriptions and drugs is 15 per cent higher now than just before 1950, and prices of prescriptions alone have jumped 23 per cent. Such toiletries as face powder and home permanent materials cost you 25 to 40 per cent more than just before 1950. Even toothpaste has gone up 11 per cent under the protective wing of "Fair Trade."

For over a year now the Federal Trade Commission has been investigating the prices being charged people for tetracycline, aureomycin, and other antibiotics that doctors now prescribe for many illnesses. These antibiotics are sold under brand names and their prices are set by the manufacturers and wholesalers under the "Fair Trade" laws. Some of these capsules cost families as much as 50 or 75 cents apiece, and prescriptions can run as high as \$10. The Food & Drug Administration reports that one out of four prescriptions now is for an antibiotic, and these drugs take 40 cents of every prescription dollar. Generally all major manufacturers sell their own versions of the antibiotics at the same price, so there is little price competition either at the manufacturing or retail levels. The drug industry's "Fair Trade" system has the public at its mercy because you can't refuse to buy a prescription for a sick person as you can a new toaster.

The only place you can beat high "Fair Trade" prices on drugs and toiletries is on non-prescription items like aspirin, milk of magnesia, and vitamin preparations, where there are many private brands sold at relatively low prices.

Newspapers Reject Ads

Even on appliances and other goods no longer under "Fair Trade," if it's up to some newspapers you may not learn about the discounts now widely available. Masters Mail Order Co. of Washington, DC, recently won a court decision over General Electric upholding the mail-order retailer's right to advertise and sell its goods by mail to customers in "Fair Trade" states. Unlike most state legislatures, Congress never passed a "Fair Trade" law for the District of Columbia, and Congressmen, along with other Washingtonians, always have been able to buy medicines, liquor or any other goods at cut prices.

But when Masters of Washington tried to advertise in New York papers that it would sell General Electric appliances to people in other states by mail, at reductions from list prices such as \$25.87 for a transistor radio instead of \$37.85, the ad was rejected by the "New York Herald Tribune," "News" and "Post." "Business Week" magazine reports that radio station WRCA also turned down the ad. The reason given this reporter by a spokesman for one of the papers was that the ad was from an "out of town store"; "we have to protect the retailers in our own city," and "anyway a lot of small local stores sell GE appliances at discounts but can't advertise them because of this silly ("Fair Trade") law."

There have been other cases of newspapers refusing ads telling about discounts or other controversial money-saving information. For example, ads for "Car Fax," a booklet listing the factory-suggested prices of all cars and accessories for the guidance of buyers, were recently rejected by the "New York Times," after it had run the ad once. Lyle Stuart, a New York publisher, reports the "Times" similarly refused ads for another auto-shopping book called, "How to Deal with Your Dealer." The "Times" some time ago also refused advertising for "Insurance and Your Security" by E. Albert Gilbert, a well-known writer on how to buy the most insurance for your money, and an advocate of term insurance. Asked by this department why it had refused the "Car Fax" ad, a spokesman for the "Times" gave the answer newspapers themselves don't like to get: "No Comment."

MA Scraps 50-50 For Japan With New Cargo Value Plan

WASHINGTON—Using a new gimmick which could conceivably cut the ground out from under the 50-50 law, the Maritime Administration has okayed a plan to let Japan get \$115 million of US farm cargoes without sticking to the legal 50-50 shipping requirements.

The gimmick is simple: You just take 50 percent of the shipments based, according to the MA announcement, "on the value of the products shipped under the credit and ocean freight costs."

Figured the MA's way, on the basis of value, 50 percent of the shipments would come to consid-

erably less than 50 percent figured on the basis of gross tonnage, as specifically called for in the permanent 50-50 law.

Actually, under a 1934 law, US shippers have the right to carry 100 percent of these cargoes, but in practice there has generally been no real objection as long as

there was a 50-50 split based on volume. Farm groups got into the picture when the Japanese threatened to take their business elsewhere if the shipping requirements weren't to their liking.

As a result, the MA has preferred to remain mum about the arrangements. In fact, W. Alex Spencer, who handled the matter for the MA, told a press service here "that he and the Japanese officials concerned preferred not to explain the shipping arrangements in any more detail than that spelled out in the . . . printed release."

All Spencer would say was that the share of cargo carried in US bottoms would be "adequate."

The dispute between American and Japanese shipowners over carrying the controversial cargo has been brewing ever since negotiations began for an Export-Import Bank loan to Japan to buy the US farm products.

The powerful American Farm Bureau Federation was quick to jump into the fray and launch a new attack on 50-50, showing that the farm lobby-foreign shipowner lobby is still mighty active.

Canada SIU Pact Gaining Top Wages

MONTREAL—While its strike against Canadian National Steamships is in its second month, the SIU Canadian District has in recent weeks scored a new series of successes.

New SIU agreements are providing Canadian seamen with the best wages, working conditions and other benefits they have ever had.

Notable among these is one with the Dominion Steel and Coal Corporation calling for a 20 percent across-the-board boost in all money matters, plus other gains.

Other agreements include those for the crewmen of the British cablelayer John W. McKay (see story on page 16), for the crewmen of the tug Empire John, and for the employees of four Canadian dredging companies.

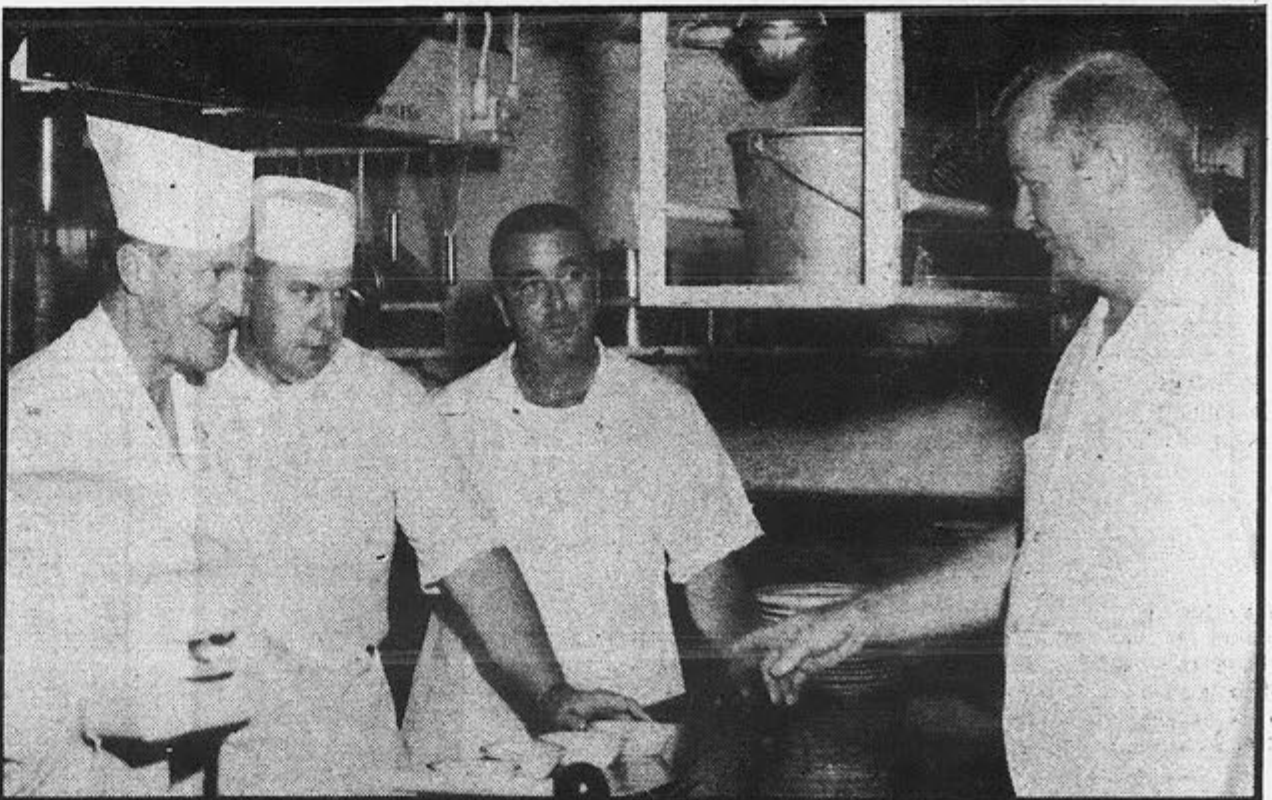
The Dominion Coal agreement—which averted by hours a strike set for July 4—is retroactive to last October. It has already been ratified by the crews of the ships involved, and all of these men have already received their retroactive pay.

The Empire John agreement was signed by the company after a 28-hour strike by tugmen who petitioned the SIU to represent them last July. The pact, also retroactive to last October, grants wage boosts of \$50-68 a month per man, plus the welfare plan, a shorter workday and workweek and other improved working conditions.

Meanwhile, the strike against the government-owned Canadian National Steamship Company is continuing to get the full support

of the Canadian labor movement but is being fought tooth and nail by the powerful Canadian National Railway, influential Canadian newspapers and other big business interests. Wages on CNS ships have been running from 77 cents an hour for pantrymen to 98 cents an hour for bosuns even figuring in overtime.

Alice Brown Starts New Feeding Plan



Bosun Jim Rawlins on the Alice Brown (top, right) smiles in approval as Carey Granger, MM, serves dinner SIU-style. The idea of individual servings is explained (above, right) by veteran SIU steward R. Duke Hall to B. J. Gadberry, baker; Don Foster, 3rd cook, and steward Ted Schultz in the galley. Hall is helping to set up the program in the Bloomfield fleet. The plan has resulted in improved feeding at lower cost in the various SIU fleets where it is already used.

In this series of articles on American trade unions the SEAFARERS LOG will present a cross-section of the union men and women of America, the work they perform and the accomplishments of their unions.

The

UNIONS

of AMERICA

The International Ladies Garment Workers Union

No. 1
In A
Series

The International Ladies Garment Workers Union was founded in June, 1900, by a group of 11 delegates from seven former independent craft locals. The union currently represents approximately 450,000 members in the women's clothing field—employed in the manufacture of women's coats, suits, dresses, blouses, knitwear, children's wear, undergarments and other items. It maintains headquarters at 1710 Broadway, New York City, and has regional offices throughout the United States and Canada. Its heaviest membership is in such manufacturing centers as New York, Montreal, Los Angeles and Miami. The union's official publication "Justice" is printed in five separate language editions, including a number of copies in Chinese. It is published twice monthly.

The president and secretary-treasurer of the union is David Dubinsky, who has been at the helm of the union since 1932, its period of greatest growth. He is also a member of the AFL-CIO executive council.

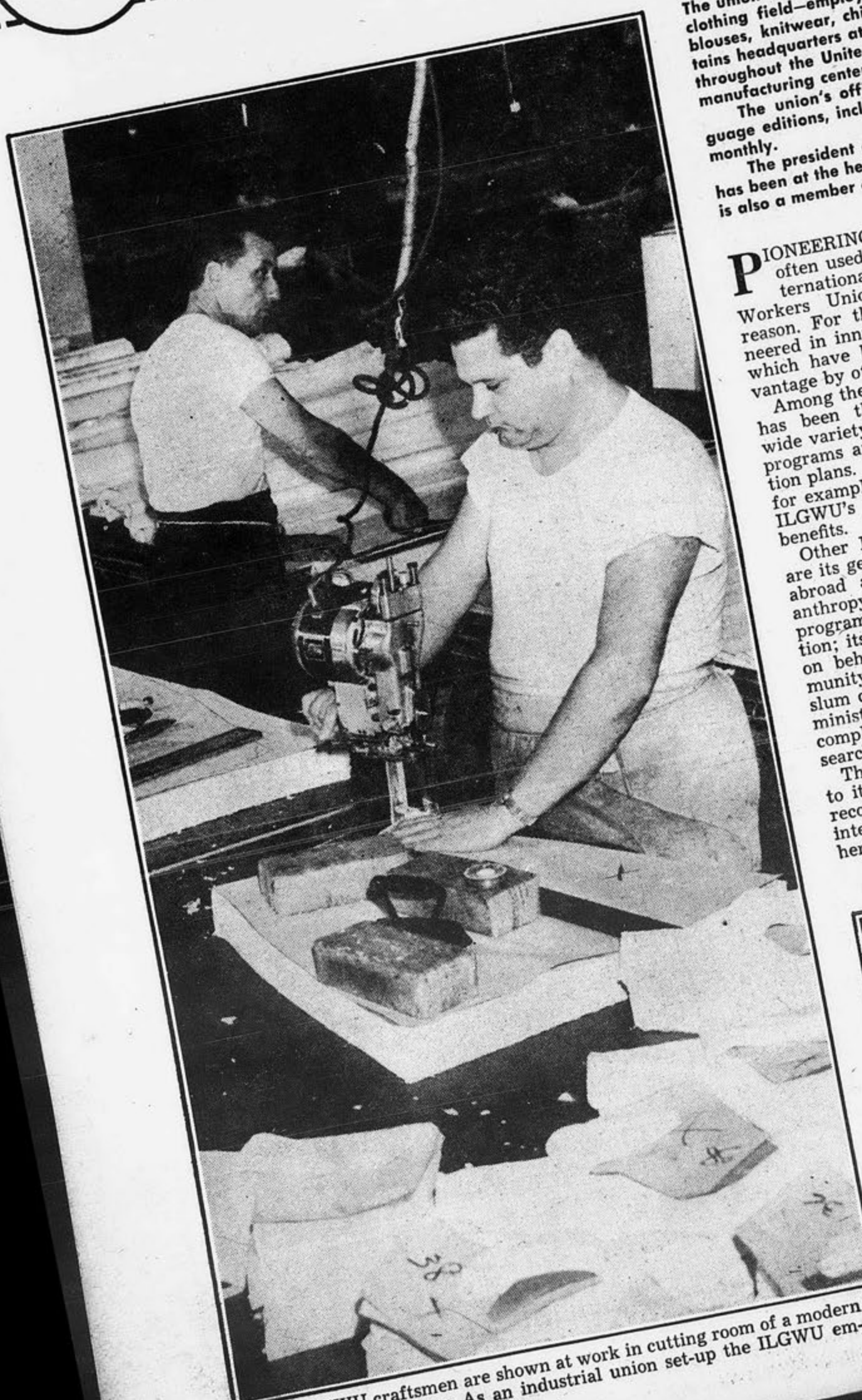
PIONEERING is the word most often used to describe the International Ladies Garment Workers Union—and with good reason. For the ILGWU has pioneered in innumerable areas steps which have been followed to advantage by other American unions. Among the most notable of these has been the development of a wide variety of health and welfare programs and industry-wide vacation plans. The SIU vacation plan, for example, is patterned after the ILGWU's system in this area of benefits.

Other ILGWU accomplishments are its generous aid to war victims abroad and its community philanthropy at home; its ambitious programs of membership education; its aggressive political action on behalf of labor and the community; its financial support of slum clearance and its modern administrative machinery, including complete accounting, legal, and research operations.

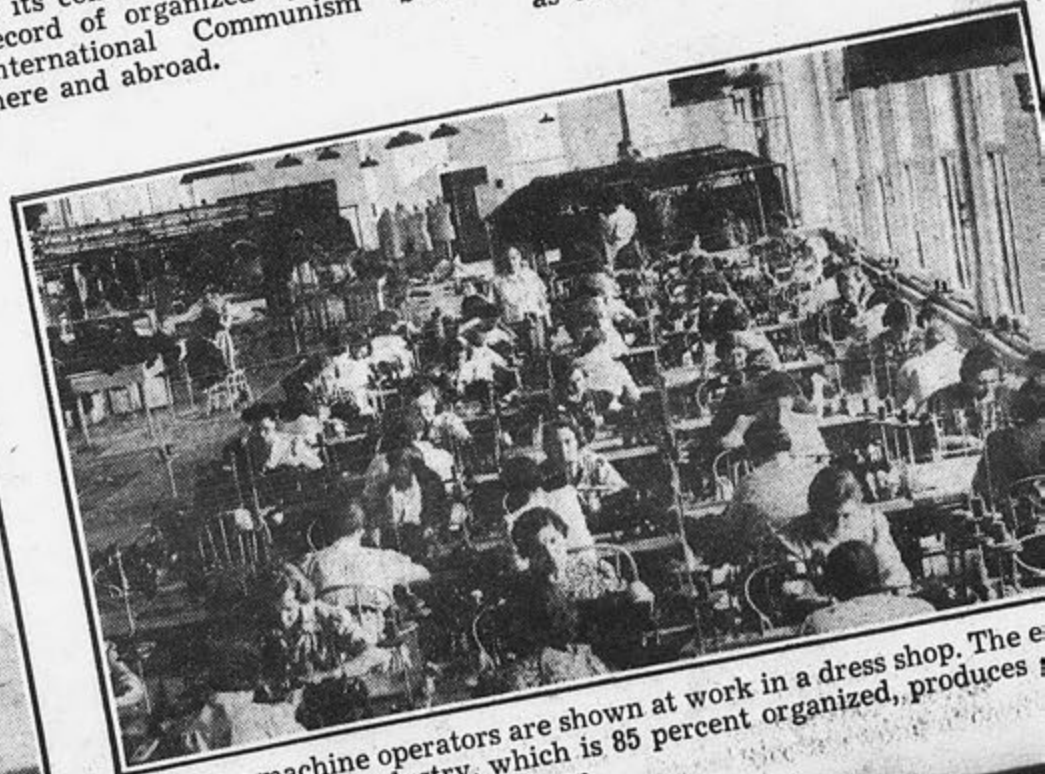
The ILGWU can point with pride to its consistent and distinguished record of organized opposition to international Communism both here and abroad.

But all this, impressive as it might be, is secondary to the union's "bread and butter" gains for its membership. Operating in a notoriously unstable industry, the ILGWU accomplished the double miracle of obtaining superior conditions for its membership and assisting in the establishment of order and productivity in the field. To this end, the union maintains an industrial engineering department whose services are available to employers seeking greater efficiency.

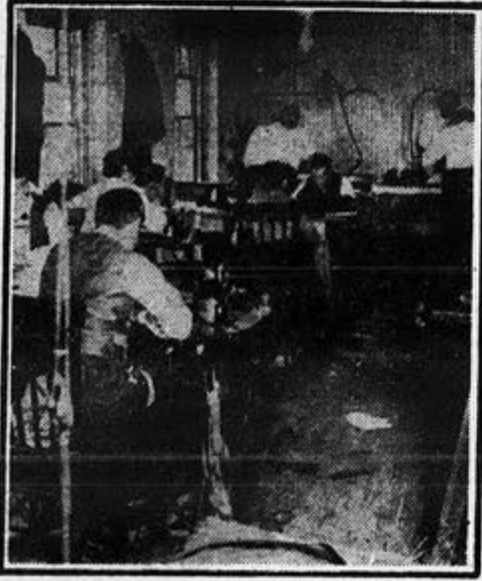
All this reflects a mature, powerful union. But it wasn't always this way. The 57 years of ILGWU history have been marked by the bitterest of struggles in the union's effort to eliminate the evils of the sweat-shop. There were many setbacks along the way, including the dark period of the 1920's and 1930's when the union had to fight off Communist inroads, vigorous employer opposition and the effects of the depression. But since 1932, when it was virtually bankrupt and its membership was down to 40,000, the ILGWU story has been a series of advances to its present status as one of America's top unions.



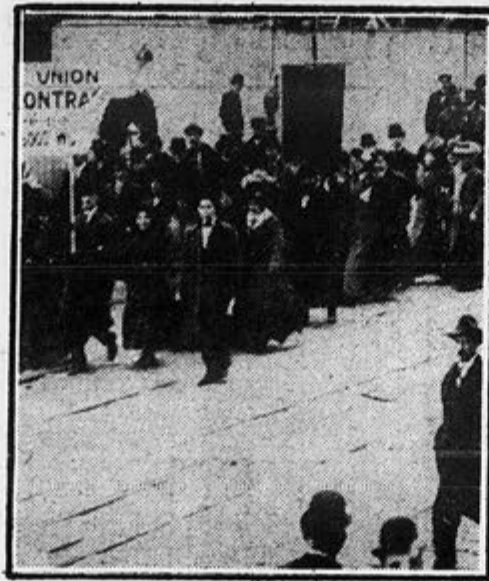
Two ILGWU craftsmen are shown at work in cutting room of a modern undergarment factory. As an industrial union set-up the ILGWU embraces a wide variety of crafts.



Sewing machine operators are shown at work in a dress shop. The women's wear industry, which is 85 percent organized, produces worth over \$11 billion each year.



Typical sweatshop scene showing cramped, ill-ventilated, filth-ridden surroundings which union had to overcome.



1909 women strikers march on City Hall. 20,000 struck and defied hired thugs and police billies to win 52-hour week.



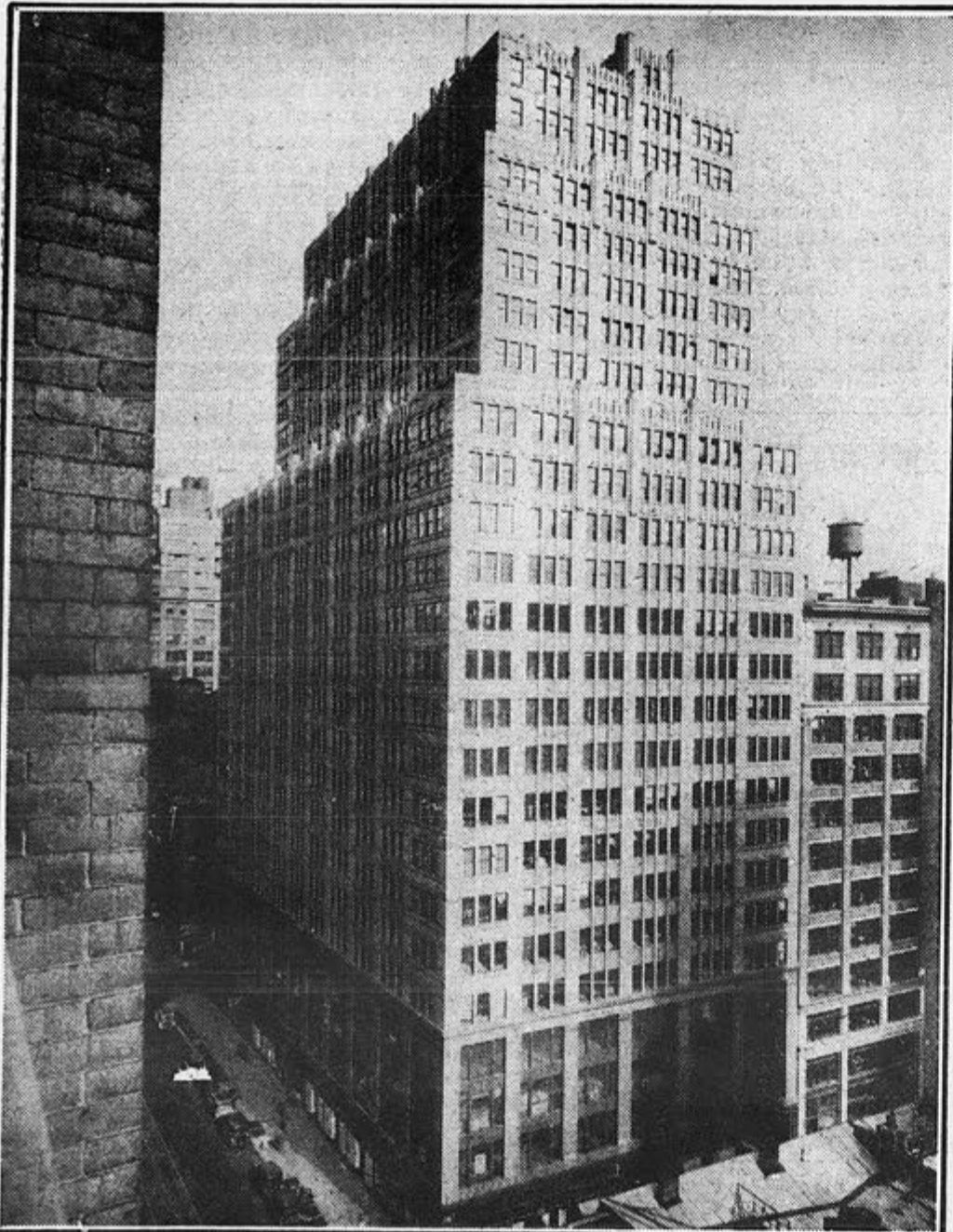
Disastrous Triangle fire, March 25, 1911, took 146 lives, paved way for factory inspection laws. The 700 workers had only one narrow ladder to escape the building. Reports of the fire aroused strong community support for ILGWU drives on sweatshop evil.



English-language classes for the foreign-born are one aspect of extensive ILGWU education program. This class is conducted by Local 1 for Spanish-speaking members. Other classes are offered in painting, music, sculpture, dramatics and a wide variety of subjects.



Famed ILGWU vacation resort Unity House, is situated on a 1,000 acre site in Pennsylvania's Pocono Mountains. The resort was first established in 1920 and offers non-profit vacation facilities to the union's membership.



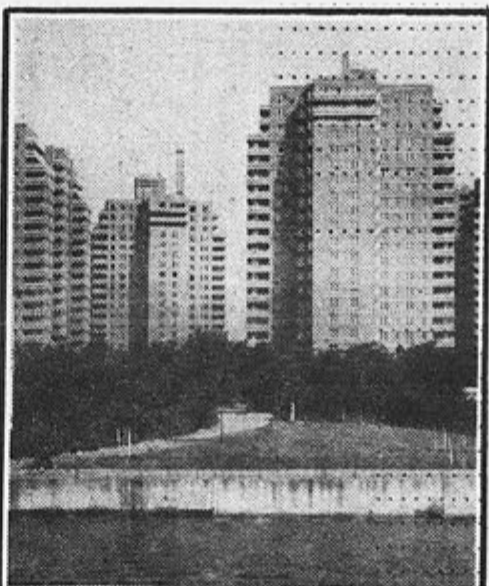
Union health center occupies six floors of this building at 275 Seventh Avenue, New York. It is one of 17 such centers offering medical care free, in addition to the union's hospital-surgical and disability plans.



President Dubinsky (right) greets Luigi Antonini, first vice-pres., at recent union fete. George Meany looks on.



French war orphans' home is one of several supported by ILGWU in that country, Italy, Israel and elsewhere.



Union recently sponsored and financed 1,672-family slum clearance cooperative in NY.



Health center on wheels for on-the-spot service in Puerto Rico is swung aboard ship.

Credit Firm Sends You 'Check'

Retain this form until \$ 340.00 is collected in full.



N^o 301494

Washington, D. C. April 21, 1954

The amount of THREE HUNDRED FORTY Dollars is Collectible.

Identification of _____ is needed by this office.

Return the attached questionnaire immediately.

Claims Office
100 BARR BUILDING
WASHINGTON, D. C. IDENTIFICATION AND COLLECTION DEPARTMENT

Reproduction of official-looking "check" form used by a Washington credit outfit to trap seamen and others. The concern is under investigation by the Better Business Bureau.

Always looking for new ways to trap the unwary, a Washington collection agency has come up with a novel method of obtaining information. It's simple, too. The outfit sends out what looks like a Government check and waits for you to grab at the bait.

The "check" form, sent along with a questionnaire to find out your current address and work status, carries a picture of the good old American eagle and comes from an official-sounding agency called the "Claims Office," with a Washington, DC, address. It states that an amount of money "is collectible," but it doesn't say by whom. The inference is that some Federal agency has some money for you and is trying to find out where to send it.

Soon after you obligingly return the papers, and start making plans

on spending the windfall, instead of receiving money, you find the agency is on your tail trying to collect that amount from you.

A copy of the form was turned over to the Welfare Services Department of the SIU by a Seafarer who asked the union to look into the matter. A check revealed that this agency and its methods are already under investigation by the Better Business Bureau.

This and other such methods have been mentioned in the SEAFARERS LOG from time to time in order to put members and their families on guard against such business practices.

Peru Seeks 14-Ship US Giveaway

WASHINGTON—Peru has joined the long list of nations trying for the great American giveaway via a bill in the House authorizing its purchase of 4 T-2 tankers, 4 Libertys and 2 CI-MAVI coastal vessels from the US.

A stereotype of the many that have preceded it, the bill would restrict use of the ships to coastal trade and bar competition with American-flag ships. It calls for the return of the ships to the US in case of a national emergency.

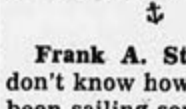
Not to be outdone, Iraq is now showing interest in the offshore shipping business. Government representatives are seeking the purchase of two US Libertys as a starter. Iraq has no offshore fleet of its own right now.

Going one step better, the International Cooperation Administration here has announced that foreign aid moneys due from Finland will be used to finance a 2200-ton cargo-passenger ship for the Republic of Indonesia. The money was received by the US from Finland as payment for surplus agricultural products. The ship will be built in a Finnish shipyard.

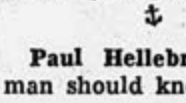
INQUIRING SEAFARER

QUESTION: Do you think it important for a seaman to know how to swim? Can you swim?

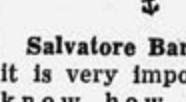
Edward Marczak, FWT: I think most seamen should be able to swim, if only to save themselves one day. In my 11 years at sea though, I never found any reason to use my swimming ability except for pleasure. But it is always handy to know how in cases of emergencies.



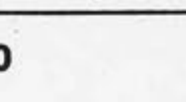
Frank A. Stewart, MM: Well I don't know how to swim and I have been sailing some six years now. I feel that the way ships are built today, it is not that necessary to know. If it were wartime, then I would worry. But I have never had any reason to swim, and if one comes, I always have my lifejacket close by.



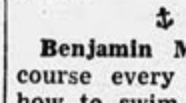
Paul Hellebrand, boson: Every man should know how to swim as a part of his job. I can swim and get the greatest pleasure out of deep-sea and skin diving. Once during the war we were torpedoed and I had to hold up a guy until help came. We were both lucky I knew how.



Salvatore Barbara, cook: I think it is very important that a sailor know how to swim, or at least how to float. To me floating is just as important, providing someone saw you go overboard. I can swim very well but have never been called on to use it for myself or anyone else.



Jack Groener, bosun: Sure I can swim, but in my 18 years at sea, and that included sailing throughout the war, I never had a chance, outside of pleasure swimming, to use the skill, but most seamen should know how or they may find themselves in a bad spot some day. It's a long way back if you fall overboard.



Benjamin Mignano, AB: Of course every sailor should know how to swim. In fact, I think the SIU should have courses to teach Seafarers who don't know how. As a former life-guard I would gladly give lessons if the SIU started such a course. But generally, it is not the young guys, but most of the old timers who can not swim. And they don't want to learn.



SIU Co. Wins Bid To Dredge Mobile Reef

MOBILE—After almost a year of negotiations, the Bay Towing & Dredging Co., an SIU-HIWD company, has won the right to dredge shells along White Horse reef near here.

A survey by a marine biologist refuted claims by fishermen and oystermen that the reef was full of live oysters, and that dredging the reef would deprive them of a living.

On the contrary, the report stated, the shells along the edge had been dead for many years and dredging would help the live oysters in the middle of the reef. The area in dispute covers over a million and a quarter cubic yards.

In another marine development, ground-breaking ceremonies for the first of six proposed Alabama State Docks were held last week, Cal Tanner, port agent, reported. The Governor and many labor leaders were present at ceremonies marking the start of the Alabama river improvement plan.

It has been a busy two weeks for shipping in this area, Tanner added. A total of 116 men shipped on regular jobs while 103 more took relief jobs in and around the harbor. The Monarch of the Sea, Claiborne, Wacosta (Waterman); Alcoa's Puritan, Clipper, Pilgrim, Pioneer, Polaris, Corsair; Arizpa, Bienville (Pan-Atlantic); Cantigny (Cities Service), and Steel Designer (Isthmian) were in port during the past period.

SHIPPING ROUND-UP

SIU shipping pulled up again during the past two weeks as a total of 1,072 men shipped. Registration fell off, however, almost equalling the district-wide job total.

Six ports shared in the shipping gains and three others held to the status quo. On the rise this period were New York, Norfolk, Mobile, Lake Charles, Wilmington and Seattle. The SIU strike at Bull Line, still confined to New York, hasn't affected the port's job activity yet.

Tampa, New Orleans and Houston remained the same as before. Tampa is still slow, New Orleans is fair and Houston is maintaining its busy pace. Declines were listed for Boston, Philadelphia, Baltimore, Savannah and San Francisco, which was very slow.

The largest percentage of jobs was reported in the deck department once again which, like the steward department, shipped more men than were registered.

A breakdown by seniority groups shows a rising proportion of the jobs going to class A and class B men, and a corresponding drop in the class C total. Class A men accounted for 69 percent of the jobs, class B for an even 25 percent and class C for the remainder.

The following is the forecast port by port:
Boston: Slow . . . New York:

Fair . . . Philadelphia: Fair . . .
Baltimore: Steady . . . Norfolk:
Fair . . . Savannah: Quiet . . .
Tampa: Slow . . . Mobile: Good
. . . New Orleans: Good . . . Lake
Charles: Fair . . . Houston: Good
. . . Wilmington: Good . . . San
Francisco: Should improve . . .
Seattle: Good.

August 7 Through August 20

Port	Registered			Stew.	Stew.	Total	Total	Total
	Deck A	Deck B	Eng.					
Boston	6	1	4	3	2	12	6	18
New York	77	11	65	25	64	206	40	246
Philadelphia	22	4	15	7	13	2	50	63
Baltimore	32	14	34	19	29	8	115	156
Norfolk	15	5	7	6	3	4	25	40
Savannah	5	1	3	1	2	1	10	13
Tampa	3	1	6	3	6	3	15	22
Mobile	25	7	15	8	17	4	57	76
New Orleans	56	4	27	13	54	11	137	165
Lake Charles	10	3	17	6	4	4	31	44
Houston	24	9	31	9	14	5	69	92
Wilmington	16	7	11	14	7	8	34	63
San Francisco	22	7	16	10	16	2	54	73
Seattle	12	10	12	15	9	9	33	67
Total	325	84	263	139	240	67	848	1138

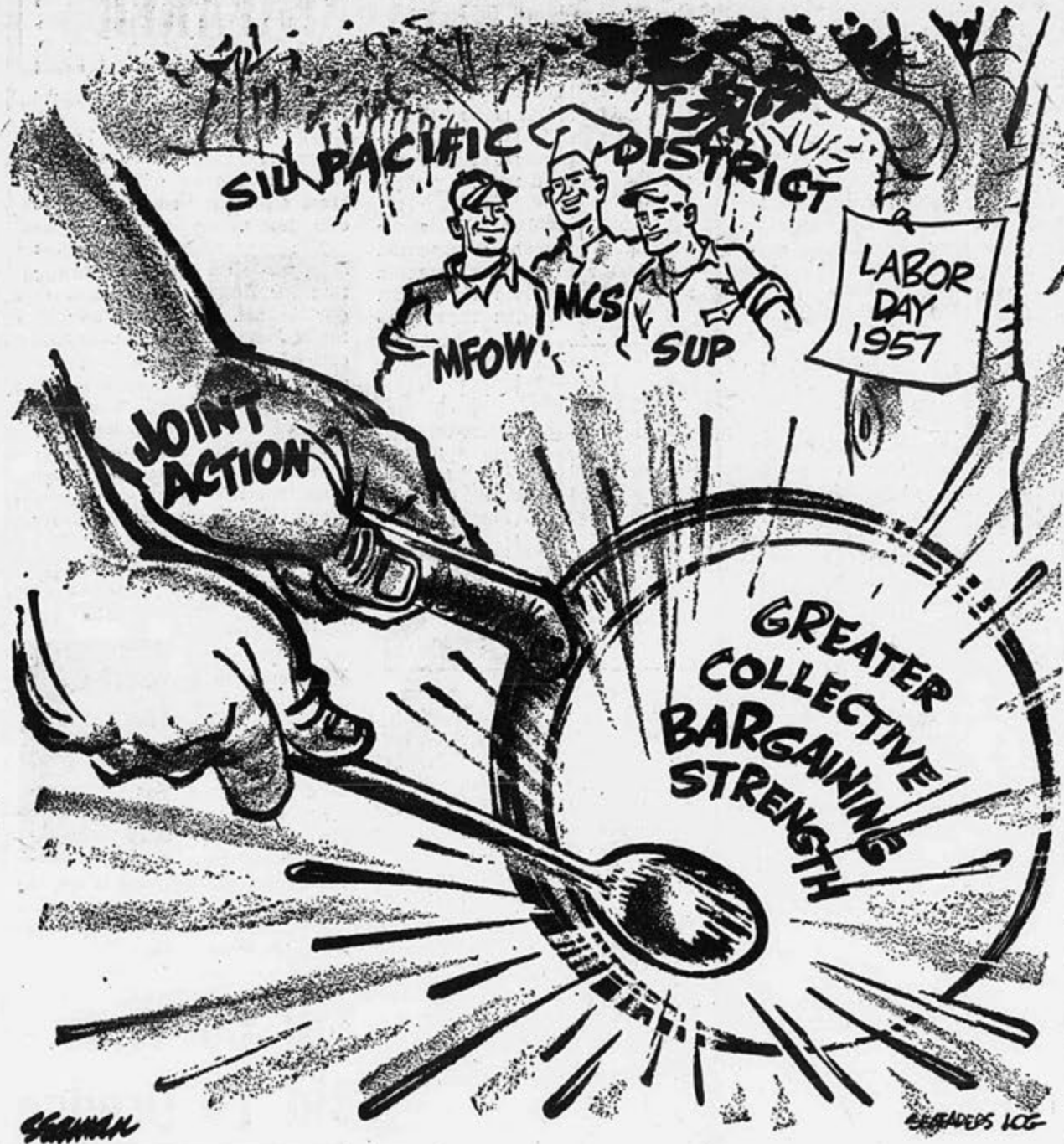
Port	Shipped			Stew.	Stew.	Stew.	Total	Total	Total
	Deck A	Deck B	Eng.						
Boston	3	0	0	2	1	0	6	2	10
New York	70	15	7	65	12	14	64	10	259
Philadelphia	13	1	0	10	5	0	7	1	37
Baltimore	32	12	0	22	9	0	16	7	101
Norfolk	16	5	1	8	4	1	7	5	47
Savannah	3	0	2	3	2	0	3	0	13
Tampa	2	1	0	3	1	0	4	0	12
Mobile	35	6	2	27	10	1	28	6	116
New Orleans	42	8	3	18	7	4	28	11	136
Lake Charles	21	4	0	11	9	0	7	5	57
Houston	18	10	2	24	6	3	15	8	89
Wilmington	29	12	0	10	14	1	11	10	88
San Francisco	10	2	0	2	2	0	8	4	28
Seattle	22	14	0	7	17	0	12	7	79
Total	316	90	17	212	100	25	211	74	1072

Shorthanded?

If a crewmember quits while a ship is in port, delegates are asked to contact the hall immediately for a replacement. Fast action on their part will keep all jobs aboard ship filled at all times and eliminate the chance of the ship sailing shorthanded.



'Come And Get It!'



NY Jobs Rise Despite Strike At Bull Line

NEW YORK—Shipping has perked up again here despite the SIU strike at Bull Line which has kept the Frances and Kathryn tied up at the dock since early last week and idled the Beatrice and Elizabeth this week.

The strike came as the SIU Marine Allied Workers Division continued maintaining a series of organizational picketlines in a stepped-up local drive, SIU Assistant Secretary-Treasurer Claude Simmons reported.

Campaigning by the SIU-MAWD recently produced pacts at 17 more shops in the metropolitan area. These victories are spearheading local efforts, aided by a brand-new newspaper, "The Union Record," first published last week. The "Record" is being printed in both English and Spanish to carry the story of the MAW's successes into the unorganized shops.

The MAWD has also published a new booklet detailing the union's welfare plan covering members and their families. Similar progress is reported in Baltimore, Norfolk and New Orleans.

On the shipping side there were 19 vessels paying off, seven signed on and 18 calling in transit.



The appearance on the West Coast today of the first joint publication by the three member unions of the SIU Pacific District is a noteworthy event in the SIUNA history.

The publication of a special edition by the SUP, MFOW and MC&S to commemorate Labor Day is an important occasion in itself. But even more important is the fact that this joint publication is but the latest evidence of the unity which these three affiliates have been displaying ever since 1955 when the SIU Pacific District swamped Harry Bridges by a 4-1 vote in a three-department ship election.

This unity has already paid off for our West Coast brothers and will pay off even more in the future as further unification is achieved. Right now, for instance, the merger of the three individual pension plans is being completed and there is a strong possibility that the welfare plans also may be consolidated in the future. Both of these moves will undoubtedly bring more and greater benefits to the membership.

Joint action like this has also greatly aided the other SIUNA affiliates, as witness the invaluable help given by SUP, MFOW and MC&S oldtimers in the current American Coal beef.

The SIU Pacific District, on this occasion, rates a salute for the display of coordinated effort which will bring greater gains to SIU members everywhere.

One-Two Punch

It's fitting that news articles reporting another overwhelming election victory for the SIU-HIWD in New Orleans and the signing of a topnotch HIWD contract for other seamen in that port should appear together in this issue of the SEAFARERS LOG.

This points up a fundamental truth: Endorsement of the SIU and its policies always goes hand-in-hand with first-rate wages, working conditions and trade union representation.

By choosing the SIU as their bargaining agent, the men who voted in the NLRB election in New Orleans have taken the first step on the road to the "best in maritime."

Protect Your Vote

Unfortunately, despite some recent changes, the laws of most states are still stacked against absentee voting in general, and against absentee balloting by seamen in particular.

For that reason, all men who expect to be at sea when the next election takes place in their home states should take steps immediately to follow the absentee voting procedures outlined elsewhere in this edition. If you want your vote to count in the next election, act now.

MTD Steps Up Port Council Expansion

WASHINGTON — Two more maritime port councils were chartered late this month under an expanded drive launched by the AFL-CIO Maritime Trades Department. The SIU has been a charter member of the MTD since it was formed in 1946.

The new councils have been established in the Wilmington-Long Beach, California, area and in St. Louis, Missouri.

MTD Executive Director Secretary Harry O'Reilly will formally present the St. Louis charter at a meeting in that city on Sept. 5. The St. Louis council covers longshoremen and harbor and marine craft workers on the inland waterways. The AFL-CIO International Brotherhood of Longshoremen has its headquarters in St. Louis and will presumably play an important role in the new body. No date is set for the formal turnover of the West Coast charter.

Other port councils are already operating in Vancouver, British Columbia, and in Seattle, Portland (Ore.), Duluth, Detroit and Brooklyn. Efforts are being speeded up to complete the organization of similar groups of marine workers in Toledo, Mobile, New Orleans, Philadelphia, Chicago and Puerto Rico.

A story in the latest issue of a new MTD publication, "The Maritime Register," emphasizes the importance of the port council as a means of drafting and implementing joint action on behalf of the shore and seagoing affiliates in the MTD.

The SIU of North America and all of its affiliated unions are

members of the MTD, along with the Masters, Mates and Pilots; Radio Officers Union; International Brotherhood of Longshoremen; International Union of Operating Engineers; International Brotherhood of Firemen and Oilers; American Federation of Grain Millers; State Council and Municipal Employees; American Federation of Technical Engineers, and waterfront sections of the International Brotherhood of Teamsters.

The newest member is the International Brotherhood of Boilermakers. SIU Secretary-Treasurer Paul Hall is president of the MTD.

APL Orders First New Mariners

WASHINGTON—The first Mariner ships since the Government wound up the original Mariner-building program after the Korean War may be under construction next year if present plans of the American President Lines work out.

The company recently applied to the Maritime Administration for a construction subsidy for two Mariner-type freighters to be added to its 'round-the-world' fleet.

The estimated cost of each of the ships is set at \$13.8 million, or about 1½ times the \$9 million which it cost to build each Mariner when the Government originally kicked off the Mariner-building program in 1950.

At that time the Government completed 35 of the high-speed cargo ships, of which the first went into operation in the fall of 1952. This was the SIU-manned Keystone Mariner, then operated by Waterman.

During the next several years the Government found itself hard pressed to dispose of the costly vessels and was obliged to sell some of them for just about one-half of the original construction price. All of the original 35 have since been disposed of to private operators and the Navy. One, the SIU-manned Cornhusker Mariner, was wrecked on a reef outside Pusan, Korea, in mid-1953.

WC Work Is Steady; SF Down

SEATTLE—Shipping on the West Coast generally held its own during the last period. Most of the jobs went in Seattle and Wilmington, while San Francisco hit a low for the year.

Registration in both Seattle and Wilmington lagged far behind shipping and these ports predict good shipping in the future. The slack period is expected to continue for awhile in San Francisco.

The John B. Kulukundis (Martis), Omar E. Chapman (Boston Shipping), Armonk (New Jersey, Ind.), Transatlantic (Pacific Water), Choctaw and Jean La Fitte (Waterman) paid off in Seattle. All vessels signed on with the exception of the Armonk and the Transatlantic, which were temporarily laid up. The Massmar, Yorkmar, and Calmar (Calmar) were intransit during the period.

In San Francisco, the Natalie (Intercontinental) was the only ship paying off, as the Coe Victory (Victory Carriers) signed on. Most of the activity in this area was from the eight vessels that stopped in for service. These were the Pennmar, Calmar, Massmar (Calmar); Ames Victory, Longview Victory (Victory Carriers); John B. Waterman, Andrew Jackson (Waterman) and the Steel Fabricator (Isthmian).

Both the Orion Star and Orion Comet (Oil Carriers) paid off in Wilmington, but neither signed on. In transit were the Steel Fabricator, Ames Victory, Losmar, Pennmar, Young America and John B. Waterman.

SCHEDULE OF SIU MEETINGS

SIU membership meetings are held regularly every two weeks on Wednesday nights at 7 PM in all SIU ports. All Seafarers are expected to attend; those who wish to be excused should request permission by telegram (be sure to include registration number). The next SIU meetings will be:

- September 4
- September 18
- October 2
- October 16

LOG-A-RHYTHM:

The Seaworthy Kyska

By Nicholas A. Bonsangue

We've spent many a day 'Neath that "W" stack, We took her out, Now we're bringing her back.

Her hull's all rusted From bow to stern, She's been through hell She's had her turn.

When we left Frisco The sea so clear, Was hours later Like foaming beer.

With waves like mountains And valleys like death, And winds as fierce As a devil's breath.

The engine was halved, The heartbeats doubled; For everyone knew Their ship was in trouble.

"It ain't so rough," Was "Old Salty's" boast, His words were a man's, His features a ghost's.

As "Old Salty" continued His boasting and bragging, I knew deep inside His courage was lagging.

"You should've been 'Here back in '32, 'This scurvy old tub 'Would have split in two."

His terror-filled eyes Looked with dread at the sea, Not a man in the crew Was less frightened than he.

Just about then, A big, monstrous wave Hammered the ship Toward a watery grave.

But the seaworthy Kyska Showed her stuff, Father Neptune's punishment Was not enough.

Though the Kyska's image Hung on the wall The wild, angry sea Caused it to fall.

There on the deck

Editor, SEAFARERS LOG, 675 Fourth Ave., Brooklyn 32, NY

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Shattered glass all about A glowing warmth Started spreading throughout.

Seeing her picture, 'Twas then I knew This "scurvy old" ship Would have pulled through.

Then the storm was over, The sun was bright, Though seven days late, She had won the fight.

So now as we enter This Golden Gate, Many ashore The old Kyska await.

Yes, through many a day 'Neath that "W" stack, We took her out, Now we've brought her back.

'Can-Shakers' Have No OK

The membership is again cautioned to beware of persons soliciting funds on ships in behalf of memorials or any other so-called "worthy causes." No "can-shakers" or solicitors have been authorized by the SIU.

SEAFARERS IN THE HOSPITALS

- USPHS HOSPITAL SAVANNAH, GA. Jose Blanco Eugene Johnson John A. Cail Jimmie Littleton Wade B. Harrell
USPHS HOSPITAL NEW ORLEANS, LA. William Bargone Vincent Pizzitolo James Bethea Winford Powell John W. Bigwood Randolph Ratcliff Roscoe Dearmon Joseph A. Ricks Sr. John F. Dixon Toxie Samford William Driscoll Toefl Smigielski Jan Englehardt Wert A. Spencer Leon Gordon Gerald L. Thaxton James Hudson Clarence Thibodaux Edward G. Knapp Gilbert Trosclair Leo Lang James E. Ward Simon Morris Paul Winterly Michael Muzio Clifford Wuertz
USPHS HOSPITAL BOSTON, MASS. Amos Buzzelle Jobe E. Mullen James J. Girolami
USPHS HOSPITAL GALVESTON, TEXAS Henning Bjork John J. Lefco Jacob Cook Norman H. Whipple Maurice N. Gendron
USPHS HOSPITAL STATEN ISLAND, NY Oscar J. Adams C. A. Honorowski George F. Crabtree Cecil Hughes Irving DeNobriga Luiga Iovino Patrick Durkin Leroy Johnson Arthur Englehart Alfred Kaju Antonio Fernandez Robert Larsen Rufus Freeman Isidore Levy William Gardner Francis McGarry George Hall John L. Madden

- Damian G. Mercado Samuel B. Saunders Thomas Moncho Paul W. Seidenberg Jan Mucins Thomas Tooma Robert A. Parker Harvey Trawick Frank S. Paylor Albert Williams Jose Rodriguez
USPHS HOSPITAL MANHATTAN BEACH BROOKLYN, NY Manuel Antonana Archibald McGuigan Eladio Aris Herbert C. McIssac Fortunato Bacomo Albert Martinelli Joseph J. Bass Vic Milazzo Frank T. Campbell Joachim Miniz Juan Denopra W. P. O'Dea John J. Driscoll C. Osinski William Guenther George G. Phifer Bart E. Guranick Graham A. Puissegur Howard Halley F. Regalado Percy Harrelson Winston E. Renny Taib Hassen George E. Shumaker Billy R. Hill Kevin B. Skelly Thomas Isaksen Henry E. Smith Ira H. Kilgore Michael Toth Ludwig Kristiansen Harry S. Tuttle Frederick Landry Virgil E. Wilmoth Leonard Leidig Pon P. Wing Patrick McCann Dexter Worrell
USPHS HOSPITAL SEATTLE WASH. Frank J. Bradley Juan Mojica Wayne T. Center Harold T. Spicer Michael Delano William F. Wiemers
USPHS HOSPITAL MEMPHIS, TENN. Charles Burton
VA HOSPITAL NEW YORK, NY E. T. Cunningham
USPHS HOSPITAL FORT WORTH, TEXAS Benjamin F. Deibler W. E. Orzechowski Siegfried Gnittke John C. Palmer James R. Hodges August J. Panepinto
VA HOSPITAL BROOKLYN, NY Robert McCutcheon
VA HOSPITAL HOUSTON, TEXAS John P. Williamson
USPHS HOSPITAL BALTIMORE, MD. Victor B. Cooper Ollie H. Kuykendahl Clarence Crevier Charles Little Emil Dupont F. L. O'Loughlin Leo Dwyer George H. Reier Alberto Espinto John Rekestin Frank J. Galvin Charles Rice Gorman T. Glaze Joseph Roll Bury Haire
MONTEBELLO CHRONIC DISEASE HOSPITAL BALTIMORE, MD. Francisco Bueno
USPHS HOSPITAL NORFOLK, VA. Claude Bibb Frank Peskuric Francis J. Boner Vernon L. Porter David J. Burke
USPHS HOSPITAL SAN FRANCISCO, CALIF. Simon Bunda Christo A. Houllis Noah C. Carver Vincent Kane Vincent D'Amato Donald F. Mease Thomas D. Foster Sung C. Wang Michael J. Gaudio G. L. Warrington James H. Hawkins

Easy Does It



Ed Morris, AB, keeps things under control on the John B. Waterman while standing gangway watch at a West Coast port. He looks pretty capable at it. Photo by Anthony C. Aronica.

Wanna Race? Kenmar Boasts Top Boat Crew

Proud of the seamanship displayed by its lifeboat crews, the Kenmar has issued a challenge to take on "any other ship in the fleet" in a lifeboat race.

Whether the offer extends solely to other Calmar ships, to any SIU-manned ship or "anybody, anywhere" remains to be seen. That detail can be hurdled once the acceptances come pouring in. It's unlikely the gang would shirk from any fair test.

Backing the crew's claim for lifeboat honors, according to the ship's reporter, is a recent incident off the coast of Mexico during which oiler G. Richardson was taken off the ship with an infected leg. The Coast Guard responded to the distress call by sending out a plane which, in turn, put out a raft to affect the transfer.

Apparently the seas weren't too cooperative, but "after a superb display of seamanship and coordination they finally got the oiler to the raft." Six ABs manning boat number four provided the muscle for the job, he added.

Ships interested in taking up the Kenmar's challenge can contact the ship through the Calmar Steamship Corp., 25 Broadway, New York, NY.

2 Years' Sailing Convinces Him

To the Editor: Although I have been shipping with the SIU for only two years, I have decided to make this my career. The SIU is the best outfit with the most, and I am extremely proud to be a part of it.

My wife and family agree with me wholeheartedly and that is the best endorsement a man can have from his family. I am enclosing a request to

minutes after the accident and we proceeded at full speed to meet the Santa Monica. Meanwhile, the chief mate, John Q. Conrad, did all that he could for "Smitty" until the doctor arrived.

We would also wish to express our gratitude to the ship's doctor and crew of the Santa Monica for their services in this emergency.

The crew and officers of the Jean made up a sizeable collection for flowers to be sent on our behalf. I would like to thank Jimmy Slavern, who took care of this in San Juan, and our sincere thanks also to Mr. and Mrs. William West, who took care of the entire proceedings there in Balim Baltimore.

"Smitty" was buried in Weelsburg, West Virginia, with many of his friends and former shipmates present for the services. What finer tribute could be paid any man?

Donald N. Dickson

Letters To The Editor

All letters to the editor for publication in the SEAFARERS LOG must be signed by the writer. Names will be withheld upon request.

have the LOG sent to my wife, for she also desires to keep up with our news, views and accomplishments. If available, I'd also like her to have a copy of the benefits available for the seamen and their families under our welfare plan.

Ernest Trakimavich

(Ed. note: Copies of the LOG and the schedule of welfare benefits will be sent home as you requested.)

Union Benefits Easing Burdens

To the Editor: I am writing these few lines to thank you all for the benefits check, which was greatly appreciated. I will also remember with deep gratitude the comforting expression of sympathy that came with it.

I will more than miss Bill because he was such a good husband. We have a wonderful family, two sons and two daughters. Steve Cardullo could tell you what a wonderful family he left behind, because he met all my family at the funeral. We also have nine grandchildren.

The money will be put to good purposes. I am going to pay off our home and establish a college fund for my youngest daughter. We had intended to try for a scholarship through SIU welfare, but its generosity will enable me to fulfill Bill's wish anyway.

Once again I want to say thanks to the SIU and all brothers of the Union.

Mrs. William F. Healy

(Ed. note: Despite your husband's death, the children may still be eligible for an SIU scholarship. Full details can be obtained from the SIU Welfare Plan, 11 Broadway, New York, NY.)

Appreciates SIU Deluxe Service

To the Editor: While in the marine hospital here in Seattle with pneumonia, I was running short of funds. But I had \$112 due me from a shipping company here.

I called the company on the phone, told them the score and asked them to please mail me the check as I really needed it. After I spoke to three different people in the office there, the big wheel said no dice; it's impossible for them to put a check like that in the mail.

So next I called Jeff Gillette, our port agent here, and told him the score.

The first thing I know, in walks Jeff. He not only had my check but cashed it for me on the spot. This kind of service shows what the Brotherhood of the Sea really means.

David F. M. Sykes

Belated Credit For Wunderlich

To the Editor: In a recent issue of the LOG (Aug. 2, 1957) you had a poem "Approaching Storm," supposedly written by William I. Terry.

That poem was written by me sometime in 1946 and submitted to you in 1954 among 48 other poems, some of which you have already published at an earlier date.

Compare the writing of my other works with "Approaching Storm" and you will see evidence to cover my statement.

John F. Wunderlich SS Mermaid

(Ed. note: Brother Wunderlich's beef is well taken and his pride of authorship well-deserved. LOG records show that the poem in question was written by him. They also show that a poem by Brother Terry was published July 5, 1957. It appears that in the scramble of getting out the August 2 issue the poet's credit line from July 5 was retained. Our apologies to Brother Wunderlich for the error.)

Jean Mourns Lost Shipmate

To the Editor: I know this letter will come as a shock to all the brothers who knew Brother Arza Smith.

"Smitty," as he was known by all his friends, died following injuries sustained aboard the Jean (Bull). He was injured Saturday morning, July 27, while we were proceeding to San Juan from Baltimore.

He was transferred to the Grace Line's Santa Monica, which had a doctor aboard, about noon of the 27th. We later received word that he died 2:30 that afternoon.

No words can express the effect this had on the crew. He was well liked by all who knew him and at the time he was transferred everyone thought he was going to be alright.

The crew wishes to thank Capt. Walter Link for his prompt action in making arrangements for medical attention. Radio contact was made

Your Gear . . . for ship . . . for shore

Whatever you need, in work or dress gear, your SIU Sea Chest has it. Get top quality gear at substantial savings by buying at your Union-owned and Union-operated Sea Chest store.

- Sport Coats
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- Dress Shoes
- Work Shoes
- Socks
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- Khakis
- Frisko Jeans
- CPO Shirts
- Dress Shirts
- Sport Shirts
- Belts
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- Briefs
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- Sou'westers
- Raingear
- Caps
- Writing Materials
- Toiletries
- Electric Shavers
- Radios
- Television
- Jewelry
- Cameras
- Luggage



the SEA CHEST

Novice BR Learns The Hard Way

There's a run on aspirins these days on the Neva West, especially for the harassed steward. At the bottom of it all is the new bedroom steward, a first-tripper, who is taking to his new job the hard way.

Stories about first-trippers are legion, since everybody has been in that class at one time or another and has pulled his share of boners before advancing out of the novice's group.

The rib-tickler that set the boys to laughing on the Neva West, according to reporter D. C. Jones, came when the steward confronted his new BR with a mop and bucket

and suggested he "get busy." This ordinarily-routine assignment flustered the newcomer right off. So he asked the steward what he should do with the mop and bucket.

Now some uncharitable souls might have told him right then and there what he should do with them, but the busy steward held back a bit. Instead, he advised the BR that the cleaning implements should be put in the captain's

cabin. They don't indulge in any of this left-handed monkey wrench business on the Neva West. They go right to the top.

Sure enough, the BR was back ten minutes later. The captain's door was locked, he pointed out, but he'd get to it as soon as the old man returned.

It figures the BR got it alright, and has learned all the intricacies of jockeying a mop around the deck by now.

Final Dispatch

The deaths of the following Seafarers have been reported to the Seafarers Welfare Plan and the SIU death benefit is being paid to their beneficiaries.

Walter L. Busch, 37: Brother Busch died on June 1, 1957, in Port Covington, Maryland, as a result of an accident. He joined the Union in the Port of New York on April 5, 1948 and sailed in the engine department. Burial took place in San Francisco Cemetery, San Francisco, Calif.



Amos W. Durrell, 45: On March 22, 1957, Brother Durrell died in San Pedro, California. He is survived by his wife, Phillis Durrell. Burial took place in Green Hills Memorial Park Cemetery in Los Angeles, Calif.

OT Huddle On the Yaka



Members of the black gang on the Yaka huddle for a last-minute check on overtime claims before payoff in Portland, Oregon. Pictured (l to r) are Stitch, oiler; Pringi, deck engineer and engine delegate; Brennan, fireman; and Foy, fireman and ship's delegate. The boys look like they're having some earnest conversation. Photo by Sam Joseph, DM.

ALCOA CORSAIR (Alcoa), July 28—Chairman, B. Butts; Secretary, T. Costello. Discussion on fire and boat drills. Slop Chest prices being checked. Ship's fund, \$161.50. Report accepted. Discussion about drinking on the job and consequences of same.

CS NORFOLK (Cities Service), July 24—Chairman, N. Peppler; Secretary, R. Ruffky. One man missed ship. Ship's fund, \$2.62. Report accepted. Suggestion to air condition all SIU ships running in the tropics. Patrolman to check slop chest. To contact AMMLA for books.

SHINNECOCK BAY (Tankship), July 25—Chairman, E. Czosnkowski; Secretary, B. Falk. Some disputed OT. Two men hospitalized. Need new washing machine.

STEEL ROVER (Isthmian), July 4—Chairman, V. Mlynec; Secretary, J. Fulmer. Beef on sailing; to be taken up with patrolman. Locks on ice boxes need attention. Need porthole screens. Ships to be fumigated. Lack of cooperation from captain.

ALMENA (Pan-Atlantic), July 14—Chairman, A. Janes; Secretary, E. Mooney. Two men getting off. Report accepted. Water rusty, to be taken up with engineer. Meeting to be rotated. Beef about preparation of food. Captain terminating articles of crew members at sea; to be taken up with patrolman.

BALTORE (Ore Nav.), July 30—Chairman, J. Oliver; Secretary, J. Mehalow. Ship's fund, \$15.25. Reports accepted. New delegate elected. Slop chest price list to be posted.

ALCOA PLANTER (Alcoa), July 17—Chairman, G. Fargo; Secretary, Z. Ching. All repairs made. Ship's fund, \$38.28. Flowers sent for funeral of member's mother. Few hours disputed OT. Minor beef, straightened out at meeting. Want better sleeping quarters. Cots missing during this voyage. Suggest members take better care of cots. Vote of thanks to steward dept. and delegate for job well done.

VALLEY FORGE (Penn. Nav.), July 23—Chairman, D. Martin; Secretary, W. Harris. Captain not interested in cleaning up crew's quarters; withholding stores. Some disputed o.t. Mate says sougeing to be done on rainy day; no rain in sight. Decks to be painted. Letter to J. Algina read and accepted. Report accepted. Motion that SIU safety committee meet with company official to institute safety prac-

tices aboard ship. Need mixer. Hospital, medicines and slop chest in bad shape. Vote of thanks to steward dept. All beefs to be taken up with Union officials as there is no cooperation from captain.

OCEAN DEBORAH (Overseas Maritime), July 24—Chairman, J. Doyle; Secretary, D. M. Ikirr. Letter received from headquarters concerning quartermaster's duties. From Port authorities of Yawata, re: Article II, Sec. 34 d. Few hours disputed OT. Delegate to check stores before sailing. Ship's committee recommends steward not to sail in that category. Steward could not obtain more milk, fruits and

Digest Of SIU Ship Meetings

vegetables in Hawaii. Much dissatisfaction on cooking. Complaint about dept. heads not carrying out recommendations of safety meetings. No cooperation from chief mate and chief engineer.

BRADFORD ISLAND (City Service), July 10—Chairman, H. Sibes, Secretary, W. Thompson. Cigarettes to be purchased. Steward to pick up extra linen. Ship to be kept clean. No noise to be made in passageway. Vote of thanks for new washing machine. Bunks to be repaired in Linden.

EVELYN (Bull), July 2—Chairman, A. Richards; Secretary, F. Allen. All suggestions for safer working conditions were carried out. \$50.30 in ship's funds. Steward asked members to please turn in reports on mattresses or pillows that are in bad shape so that more may be ordered. Steward to order cots and chairs.

NORTHWESTERN VICTORY (Victory Carriers), June 28—Chairman, S. Dent; Secretary, R. Charrier. Two

men missed ship. Replacements unavailable. One member removed, flown back to States for mental treatment. Ship's fund, \$4.44. Washing machine wringer needs fixing. Need more variety in meals; insufficient meat entries; dirt in drinking water due to ice obtained in Bombay.

ALCOA ROAMER (Alcoa), July 29—Chairman, J. Quigley; Secretary, R. Kienast. One member missed ship in NY; messman paid off in San Juan. Two firemen missed ship in SJ. Some disputed OT. Galley doors not to be used as short cut. Sometimes injuries result from inexperienced persons walking around cooks while at work.

DEL NORTE (Mississippi), June 30—Chairman, H. Crane; Secretary, E. Leonard. Everything running smoothly, no beefs. Discussion on performers and other items. \$107.68 in ship's funds. To hold weekly delegates meetings to discuss disputes on overtime and unnecessary beefs that might come up. All performers will be dealt with. Discussions on cleaning living quarters, also proper use of crew's laundry.

FELTORE (Ore), July 26—Chairman, H. Murray; Secretary, W. Strickland. Complaints from crew about rusty drinking water. Taken up with captain who promised the tanks would be cleaned as soon as possible. Fans that were in bad condition finally were taken care of. Captain asked ship's delegate to speak to the patrolman as to which department is to clean water tanks, engine or deck. A vote of thanks was given to the messmen. Crew to keep recreation room cleaner.

LUCILLE BLOOMFIELD (Bloomfield), July 23—Chairman, B. Broderick; Secretary, F. Nolan. Ship's delegate elected. \$1.16 in ship's funds. Discussion about draws, the amount thereof. Ship's delegate to contact patrolman in New Orleans. Vote of thanks to steward's department.

PACIFIC OCEAN (Trans. Utilities), July 7—Chairman, B. Brown; Secretary, B. Ambery. New delegate elected. Proper attire to be worn in messhall. See engineer about ice box. Need more night lunch. Shut off washing machine when not in use. Cots to be returned before arrival in port.

YAKA (Waterman), June 21—Chairman, N. S. Joseph; Secretary, F. Denale. No beefs. Everything in order. Visited boys on SS Kyska in Pusan and traded

magazines. Also gave them latest LOG. The boys were very pleased to get hold of one. \$14.55 in ship's funds. New ship's delegate elected. Vote of thanks to stewards department. Call up nearest SIU agent in case ship pays off in Portland. Sanitary conditions still in bad shape. This is an old beef. Please notify headquarters to get Waterman office to get after the engineers.

July 14—Chairman, C. Quinnt; Secretary, S. Joseph. Draw list to be taken up in yen or greenbacks. New crew came on in Portland from Seattle, due to fact that ship paid off with transportation to the east coast. Most of the boys plan to cash in their vacation checks, and having a ball on the beaches of New York. \$14.55 in ship's funds. A vote of thanks and confidence to the officials and the oldtimers in doing their utmost to help win the American Coal beef. Motion made to retain ship's delegate. A repair list to be made up before arrival at payoff port. Take care of washing machine. To keep Korean longshore workers away from living quarters. Return all dirty linen. Help keep pantry and messrooms clean.

SEATRAN NEW YORK (Seatrains), July 24—Chairman, J. Flannery; Secretary, D. Rundblad. Repair list submitted. One man missed ship. Ship's fund \$8.07. Report accepted. New delegate elected. Messman to shape up stainless tubs for laundry, rack aft and midships. Messmen to wear clean coats.

OMAR E. CHAPMAN (Boston Shipping), No date—Chairman, H. Scholes; Secretary, N. Lightell. Slop chest satisfactory. Two men injured on ship—OK now. One man missed ship in Honolulu. Ship's fund \$9.20. Purchased loud speaker, magazines and books. Suggestion to improve living conditions. Delegate warned crew about bad liquor and stealing in Korea.

DEL MAR (Miss.), July 21—Chairman, R. Stough, Jr.; Secretary, C. Dowling. One man missed ship in St. Thomas. Washing machine to be repaired. Ship's fund \$391.90. Some disputed OT. Reports accepted. Motion to take up collection for hurricane victims. To purchase movies next voyage. Projector, speaker and microphone to be repaired. To give \$10 to each of the repatriated seamen. Athletic fund \$77. Purchased athletic supplies. New director elected.

PETROCHEM (Valentine), July 25—Chairman, F. Boyne; Secretary, J.

Flynn. One man missed ship in Houston. Weather very hot in Gulf ports. Ship's fund \$17. Some disputed OT. New delegate elected. Delegate asked membership to uphold agreement with company in accordance with headquarters' instructions. Also reminded non-book members of their obligations to SIU in actions and conduct aboard SIU-manned vessels.

ANGELINA (Bull), July 23—Chairman, D. Dickenson; Secretary, G. Walter. Ship's fund \$21.50. Few hours disputed overtime. TV needs repairing. Beef about longshoremen taking over housing (crew quarters). Send letter to headquarters. Discussion on TV set; longshoremen using crew's sanitary facilities. Members urged to take good care of new washing machine.

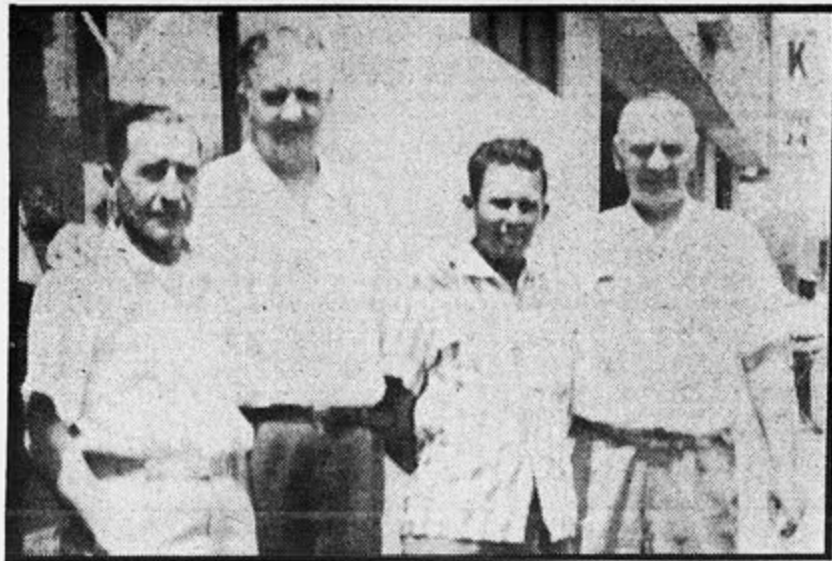
LOSMAR (Calmar), July 14—Chairman, H. Byrd; Secretary, A. Perkins. Washing machine wringer repaired. Some disputed overtime. Report accepted. Vote of thanks to steward dept.

JOHN C. (Atlantic Carriers), July 21—Chairman, M. Barton; Secretary, S. Szants, Jr. Foc'sle, pantry, messroom and saloon pantry painted. No launch service for shore leave in Chile. Some disputed OT. Crew warned about foul-ups. Messman missed ship—will be paid off mutual consent. Request to discontinue travelers checks. Ship's fund \$20.30. Telegram to be sent to patrolman to meet ship upon arrival. Most repairs made. Some discussion on room and board allowance; travelers checks. Vote of thanks to steward dept. for job well done.

ROBIN WENTLEY (Robin), July 20—Chairman, L. Karalunas; Secretary, C. Mathews. One man very ill—captain radioed NY and Bermuda—doing everything possible for him. Aid expected from Bermuda. Lack of shore leave at Luderitz Bay; to be discussed with patrolman. Ship's fund, \$32. Some disputed OT—to be referred to patrolman. Report accepted. Money returned to donors. Vote of thanks to electrician for showing movies—declined gift from ship's fund.

SEATRAN SAVANNAH (Seatrains), July 21—Chairman, S. Kliderman; Secretary, T. Costantin. Ship's fund \$44.22. Report accepted. Ship to be fumigated. Discussion about bread and dishes. Wait until all OT is ok before being paid off. Check ice box. Ship in fair shape. Air conditioning not working in messhall. Fine gang aboard.

Baltimore Social Note



Scotty Ross plays society reporter with this shot of Duke Sommers, "Little Cecile" Manning, Bernard Snow and Mike James Hines making up a foursome outside "Duke's Bar" in Baltimore. Scotty says it looks like old times again.

SIU HALL DIRECTORY

SIU, A&G District

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PORT COLBORNE 103 Durham St. Ontario Phone: 5591
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VANCOUVER, BC 298 Main St. Pacific 3468
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THOROLD, Ontario 52 St. Davids St. CANal 7-3202
QUEBEC 44 Sault-au-Matelot Quebec Phone: 3-1569
SAINT JOHN, NB 177 Prince William St. NB OX 2-5431

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BUFFALO, NY 180 Main St. Phone: Cleveland 7391
CLEVELAND 734 Lakeside Ave., NE Phone: Main 1-0147
DETROIT 1038 3rd St. Phone: Woodward 1-6857
DULUTH 621 W. Superior St. Phone: Randolph 2-4110
SOUTH CHICAGO 3261 E. 92nd St. Phone: Essex 5-2410

Inchon-Bound?

If there's still anybody around who hasn't been to Korea lately, the word is out from the SS Wild Ranger that the NCO Club near "Charley" gate in Inchon is a good spot to visit. The place offers the winning combination of "fine hospitality, good food and drinks at reasonable prices," according to ship's reporter Don Ruddy.

Parents Applaud SIU Scholarship

To the Editor:

Mrs. Logan and myself wish to express our pride, pleasure and appreciation for the award of the Seafarers scholarship to our son, John W. Logan, electrician, of Poughkeepsie, NY. We feel joy and delight our son won in competition, and hold the SIU in highest regard for its royal gift.

For a labor union to provide

Letters To The Editor

All letters to the editor for publication in the SEAFARERS LOG must be signed by the writer. Names will be withheld upon request.

such a generous \$6,000 purse to a rank and file member, for the purpose of a university education, is a gesture the world should well heed.

It is a powerful counterblow to "right-to-work" agitators and their specious arguments. It sets up a target for other unions to use as a pattern. Without question or quarrel, the "no-strings-attached" scholarship sets SIU in the very front line of enlightened labor activity.

John comes by his unionism honestly, his mother and myself having always been active union members. To us, the most black disgrace would be a child working as a scab.

In twelve years of seafaring, John has seen much of the world, and has become knowledgeable and tolerant. He now is a sophomore at New Paltz, NY, college, working for a degree in education. With the SIU scholarship, he can work for his master's degree. After that, we trust he will be able to do constructive things for his community and his Union.

We also wish the most prosperity to the SIU, which we will always greatly esteem.

Edwin Logan

Coal Oldtimer Lauds SIU Care

To the Editor:

As one of the oldtimers down in Norfolk on the American Coal beef, I would first like to thank the SIU officials in Seattle for their kind help and assistance in getting me here.

I was picked up at my home, had transportation East all arranged and was met by one of the SIU boys at the Norfolk end. He brought me to a hotel, where I had a fine room and bath.

The next morning I was picked up again and taken to the

Union hall. I made a coal job the same day, but before leaving want to thank everyone in Norfolk for the fine treatment. If I was to write about it all, I could fill a book. There surely are a fine lot of men to talk to here.

All of them from all the different ports are very pleased with the way things are handled. You just can't beat the service we get. While leaving the hall tonight I asked someone for an air mail stamp and when I told him, yes, I was writing home, he handed me a couple of extra ones to take along.

Besides all these little details, our laundry is done free, we can get our shoes mended free if they need fixing and that snack bar at the hall is really great. There's food on the counter all the time so you can grab something any time you want, plus good coffee and two men behind the counter handling the serving.

As I said, I could write a book about how all the men here are treated by the SIU. Thanks again to everyone.

Bob Donahue

(Ed. note: Brother Donahue, a member of the MC&S, earned a steward's utility's berth on the coal ship Thomas Paine on the basis of a 1909 American discharge.)

Santore Baker Draws Praise

To the Editor:

After being duly elected ship's reporter at the last meeting on the Santore, I hardly know what to write about. This will be my first time in print, and also my first attempt at writing to the public.

Things aboard are running smoothly. We are on the Venezuela run, which is very hot, especially this time of year. For myself, I'm hoping for the Canadian run next trip and I'm sure several others on here agree with me.

We do have one great advantage here on the Santore, and that is having with us one of the best bakers afloat, Brother Stanley Wojton. This is the ship for you fellows with a sweet tooth.

There's pie three and four times a week, tasty cakes, puddings and a large variety of other sweets. We also have fresh French bread at least three times a week, so either Stan, I or my diet has to go. Instead of the 250 I weighed when I came on here eight weeks ago, I guess it will be closer to 300 when I get off as I sure love those sweets.

All kidding aside, Wojton is a great baker, and that goes for the rest of the crew, too. They are all fine fellows. I will mention more of them from time to time.

Judd Lamb

Holds Majority's Opinion On Army

To the Editor:

Well, it's been seven months since I've been drafted, and it seems like seven years. I'm at a permanent station now and would like to receive the LOG and keep up with what's going on in the Union.

I never knew how good I had it when I was sailing with the SIU. As far as food, money working conditions and just about everything, the Army stinks. I sure do miss the good chow and treatment aboard the ships.

We guard the Gatun Locks here at the canal and it really makes me homesick when I see the ships passing through.

I hope you all continue to advance as well as you have in the past few years. I'll be around the Brooklyn hall in December of '58.

When the boys pass through the canal, ask them to wave to the private with the sore feet. That will be me.

Jack Stark

Ex-Seafarer In Shoe Business

To the Editor:

While in the port of New Orleans on the Seatrain Savannah I ran into one of our Seafarer brothers, John B. Weine, who is unable to go back to sea any more due to illness. But he is still making a living selling shoes.

Any Seafarers in need of shoes would be of great help to Brother Weine by contacting him at 1110 3rd Street, New Orleans.

Eddie Eriksen

Thanks Madaket Crew For Help

To the Editor:

We wish to thank each and every one of the officers and crewmembers of the SS Madaket for their very generous offering, and to assure them it will be put to very good use.

It was very heartwarming to know that although we are unknown to them they thought of us and offered their help.

Mrs. Arvella Rost and Mark Rost

Urges Easing Pension Rules

To the Editor:

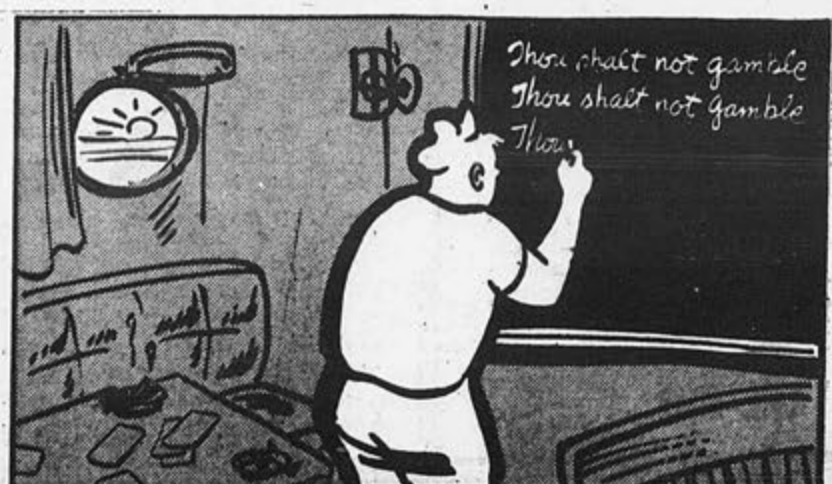
I read in the LOG (August 2, 1957) some comments by a couple of brothers who had the right idea in regards to the disability-pension given out by the SIU Welfare Plan.

I think the proposal that a man could qualify with 15 years' seafaring and retire at 55 or 60 years of age is fair. Let's hear some other brothers on this.

Lawson Evans.

Burly

By Bernard Seaman



RECENT ARRIVALS

All of the following SIU families have received a \$200 maternity benefit plus a \$25 bond from the Union in the baby's name:

David Morales, born July 24, 1957, to Seafarer and Mrs. Ramon Morales, New York City.

James Thomas Lupo, born June 27, 1957, to Seafarer and Mrs. James Lupo Jr., Brooklyn, NY.

Jeronimo Rawlings, born July 26, 1957, to Seafarer and Mrs. Charles Rawlings, Baltimore, Md.

Patricia Louise Pedraza, born July 19, 1957, to Seafarer and Mrs. Faustino M. Pedraza, Texas City, Texas.

Patricia Lane Granger, born June 24, 1957, to Seafarer and Mrs. Antoine S. Granger, Basile, La.

Opal Marin Dees, born July 13, 1957, to Seafarer and Mrs. Durwood B. Dees, San Francisco, Calif.

Cheryl Ann Sachs, born August 11, 1957, to Seafarer and Mrs. Bernard Sachs, Baltimore, Md.

Mark Samuel Pappas, born July 28, 1957, to Seafarer and Mrs. Samuel Pappas, Mobile, Ala.

Virginia Mary Shea, born July 31, 1957, to Seafarer and Mrs. Francis T. Shea, East Boston, Mass.

Marianne Dawn Marullo, born August 3, 1957, to Seafarer and Mrs. Theodore Marullo, Tampa, Fla.

Maureen Cann, born April 13, 1957, to Seafarer and Mrs. James K. Cann, Brooklyn, NY.

George David Hanback, born August 1, 1957, to Seafarer and Mrs. Burt Thayer Hanback, Tarrytown, NY.

Seafarers In Action

Realizing the hardships involved in taking jobs with American Coal, many of the crews have voiced their appreciation to those old timers who have come forward to help their union. The Mae gang declared: "We, the crew of the Mae, would like to say once again, many thanks to the old timers for the great job they are doing in the Coal beef."

"A vote of thanks to the old timers of the SUP, MCS, MFOV, and the A&G District for their support in the American Coal beef," said Ralph King on behalf of the crew of the Santore.

That subject closest to the hearts and stomachs of all Seafarers appeared again in many of the ships reports; namely, the steward department and chow.

Besides the usual votes of thanks, complimentary remarks were written about the excellent baking of Seafarer Bainey on the Massmar, and for the fine food and service cheerfully given on the Alcoa Planter. Thanks were given to the stewards on the Mary Adams, John C. Losmar, Seatrain Louisiana, Lucile Bloomfield, Feltore, Yaka, Arizpa, Valley Forge, Plymouth Victory and the Alcoa Runner.

An added vote of appreciation was given to seafarer Richard Utz of the Wild Ranger. Not only is Dick a good night cook and baker but, according to the reports, he is doing very well as ship's delegate.

It gets lonely and time passes slowly on a long trip, especially when some one hogs all of the books on board ship. But this is no longer a problem on the Steel Executive, reports Alexander Brodie, since Brother Chester Mazuk took over the job of "ship's librarian." The rest of the crew acknowledged the good job he is doing in keeping the books in order, and in sight.

When the vessel was being turned over to States Marine, the crew of the Mary Adams voted to give the ship's fund to the patrolman to use as he saw fit. Thinking of the brothers on the beach waiting for a ship, they asked that the money be spent for cigarettes for the men on the beach.



King



Mazuk

SIU Strikes Bull Line

(Continued from page 3) are \$336.73. The basic overtime rate for an AB is \$2.06 per hour. Under the West Coast agreement, the overtime rate for an AB is \$2.81.

The Union filed a 60-day strike notice with Government agencies, as required by law, after the membership had authorized a walkout against the company. The strike notice expired on August 17 and the strike began the following Monday. Bull Line operates 16 ships, principally in the Puerto Rican service.

Curran Blacklist Stand Adds To Raw Record

(Continued from page 2) in-August" routine is old hat to observers of the NMU president's flip-flopping. After all, Curran knew all about Marine Index's role in the labor spy apparatus that functioned against the SIU in one of its major organizing drives not too many years ago. Still, that knowledge didn't stop the "Pilot" from quoting Marine Index as an authority back in May.

Someone might ask how come this self-appointed champion of fair-play, integrity and truth could

perform such a turn-about without a qualm. It's easy; he's been doing it for years. Curran's flip-flops and deviations in the past few years alone would have the average somersault-artist holding on for equilibrium.

There's Curran's unconscionable rejection of the AFL-CIO position on the ILA longshore situation and his attempt to sabotage AFL-CIO President George Meany's and the Federation's endorsement of the International Brotherhood of Longshoremen.

Then there's Curran's labeling as legitimate the phony United International Seamen's Union, which the International Transportworkers Federation found it necessary to condemn for "its malpractices," and "exploiting" of foreign seamen.

Line-Up With John L.

Most recently, there's Curran's alignment with John L. Lewis and his United Mine Workers District 50 against the AFL-CIO Marine Engineers Beneficial Association and Masters, Mates and Pilots, whose picketlines Curran will not respect.

These are aside from his alternate adulations and blasts—according to the needs of the moment—for Walter Reuther, John L. Lewis, George Meany, Harry Truman, Roosevelt—you name him and the chances are he's had Curran's sweet-and-sour routine. All except Joe Stalin, about whom Joe Curran sung: "Hail the great and wise leadership of Comrade Stalin. . ." Curran never got around to blasting the other Joe.

This amazing accumulation of devious and inconsistent maneuvers and positions adds up to the fact that Curran has built up a shabby record of unreliability and irresponsibility on trade union and significantly related issues. On the record, then, it is quite obvious that he is completely out of place as a member of the AFL-CIO Ethical Practice Committee. Certainly Curran's judgment on issues and other matters of concern to the organized labor movement is surrounded by a very large question mark.

Kids Gang Up On Dad



Kids give dad Martin Sierra, AB, a going-over while the whole gang poses for a picture at the New York hall. The junior threesome includes (l to r) Frank, 8; Joanne, 3, and Annette, 5. Dad doesn't seem to mind the fuss at all.

PERSONALS AND NOTICES

Charles Ramsey

Contact your mother at 30 Robertson Street, South Shields, Durham, England. She is anxious to hear from you.

Frederick Farrell

Your wife is holding important papers for you. Please get in touch with her.

Roland Velasco

Pedro Villabol wants you to contact him at PO Box 749, New Orleans 2, or 3836 Canal Street, New Orleans. Telephone GA 3881.

Goff, ex-Council Grove

Your gear was sent to your grandmother, Mrs. H. Erhart, 116

8th St., New Castle, Ind. Get in touch with her or your mother immediately.

George Elliott King

Urgent. Contact Charles A. MacBeth of Townsite Realty Ltd., 71 Front Street, Nanaimo, BC, immediately, regarding property disposal. He must hear from you by September 3rd.

Wilton Thompsett

It is important that you contact your wife as soon as possible.

Robert Leroy Anderson

Get in touch with your father at 1145 E. Second St., Long Beach, California.

Stay Put For Idle Pay

Seafarers who are collecting state unemployment benefits while on the beach waiting to ship are urged to stay put and avoid changing their mailing addresses if they want to continue receiving their checks regularly. Several Seafarers have already experienced interruptions of from three to five weeks in getting their next check after they notified the state unemployment offices that they had moved and changed their mailing address.

An average delay of a month is reported in most cases, causing considerable hardship to the men involved.

TUGS GO SIU 2-1

(Continued from page 2) campaign and a wage increase handed out three weeks ago were the only signs he had seen that this company ever had any concern for its tugboatmen."

By contrast, the SIU stuck to the basic economic issues and gave all possible assistance to the Magco employees through legitimate organizational efforts.

Magco tows exclusively for the Magnet Cove Barium Corp. which, like the Baroid Division of the National Lead Company, is a principal supplier of drilling mud and chemicals for the Louisiana offshore oil industry. Magcobar, trade name of the corporation, is in turn a subsidiary of the giant Dresser Industries, Inc. The towing company itself operates four pusher-type boats out of a terminal at New Orleans and two more at Lake Charles.

Recently tugmen of the Baroid Division voted overwhelmingly for SIU representation and are now working under the protection of a full SIU agreement. Collective bargaining talks will be set up with Magco Towing following NLRB certification of the election results.

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- WFK-95, 15700 Kcs Ships in Mediterranean area, North Atlantic, European and US East Coast

Meanwhile, MTD Round-the-World Broadcasts continue . . .

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- Every Monday, 0315 GMT (10:15 PM EST Sunday)
- WMM 25-15407 Kcs Australia
- WMM 81-11037.5 Northwest Pacific

MARITIME TRADES DEPARTMENT

AFL-CIO

• OFFICIAL ORGAN OF THE SEAFARERS INTERNATIONAL UNION • ATLANTIC AND GULF DISTRICT • AFL-CIO •

Canadian District Wins SIU Pact On British Cables

MONTREAL—In a precedent-setting move, the SIU Canadian District has signed a British-flag cablelayer to an SIU agreement.

The cablelayer John W. McKay thus becomes the first British-flag ship operating in offshore Atlantic waters to sail under an SIU Canadian District contract.

The Canadian District victory parallels a similar triumph last September when the SIU-affiliated Sailors Union of the Pacific won an agreement covering the Liberian-flag paper pulp tanker Duncan Bay, including American wage scales. That ship operated in the US-Canadian trade, between British Columbia and Antioch, Calif.

Signed Pho Pho

Back in 1950, the SUP was successful in winning the first American contract on a Panamanian-flag cargo ship, the Pho Pho, which was attempting to haul gypsum from Mexico to Redwood City, Calif. The Pho Pho later became the first SS Harry Lundeberg and was covered by a model SUP contract.

The new Canadian agreement was signed early in July but not ratified until recently when the cablelayer put into Newfoundland for provisions after work in the Azores. The Canadian SIU won certification as bargaining agent for the ship's crew last spring. The union argued that since the vessel's home port was Halifax and it didn't touch British ports, it should follow the same rules as Canadian ships in Canadian waters.

Hefty Wage Boost

Besides extending the SIU banner to a British-flag ship, the agreement provides the crewmembers with a hefty wage boost and with shipboard conditions that are a far cry from those they knew when the ship was run in traditionally British fashion.

Moneywise, the agreement gives the 60-odd crewmembers a full 30 percent boost above the wage rates

current on Canadian National Steamship vessels.

Condition-wise, the agreement provides such innovations as messmen. Before the ship became SIU, the crewmen fed themselves in old fashion, via the "black-pan" route, by getting their own plates filled in the galley and later washing them themselves.

Other contractual arrangements provide for welfare plan benefits and improved arrangements for shore leave, which is a unique problem on a cablelayer.



Shipmates Assist In Last Rites

Seafarer Druey "Chips" Waters, ship's carpenter, was buried at sea August 5 after a fatal fall aboard the Robin Hood while the ship was at Durban.

"Chips," who had sailed for many years, was killed on July 30 when he lost his footing on the hatch combing and plunged three decks down into the hold, according to a report sent to the LOG by ship's reporter Eugene K. Dawkins.

"It was during the afternoon coffee break," Dawkins writes, "when the bos'n assigned two men to help 'Chips' with his work. The two of them—DM Harry Miller and AB Tadeusz Chilinski—descended into the hold while 'Chips' stayed on deck to finish the cigarette he had been smoking. Then he climbed atop the deck cargo, crossed over to the hatch and lightly jumped to the cargo winch and from there to the hatch combing. Here his feet slipped and he fell into the hold. Chilinski, who saw him topple, rushed forward in an attempt to break the fall, but he couldn't quite make it."

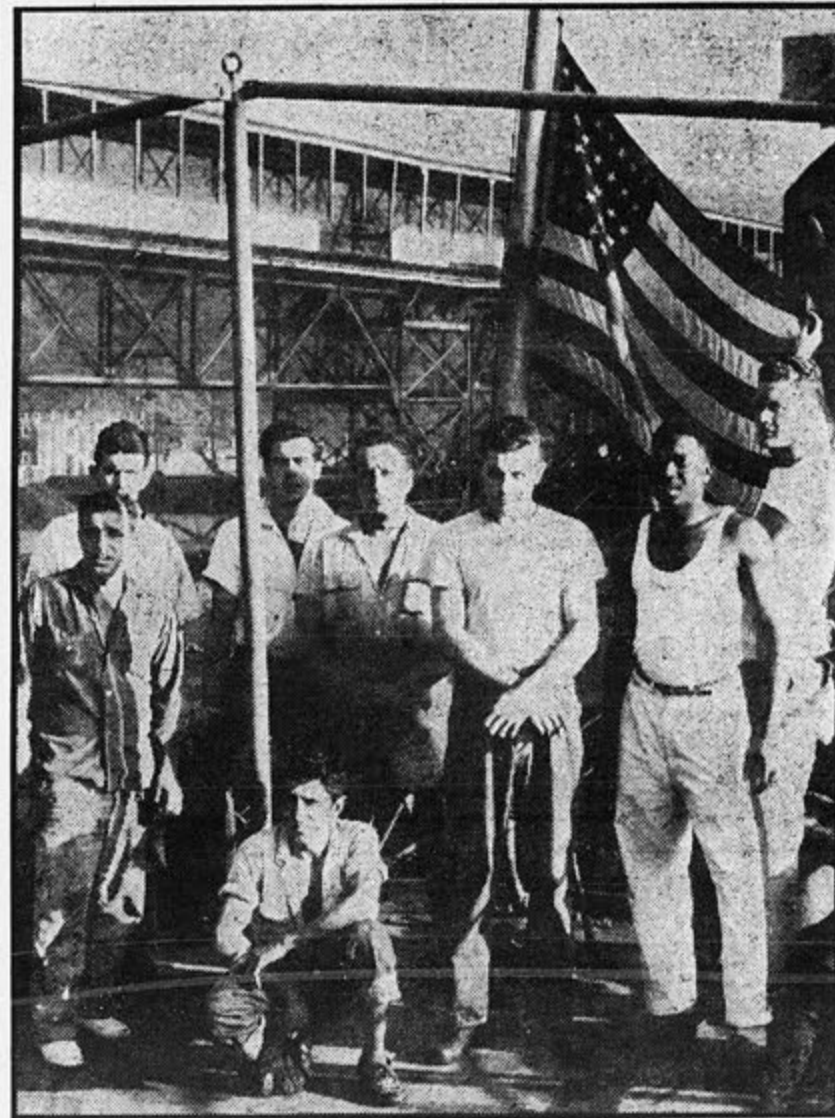
Dawkins writes that "Chip's" body was removed from the ship, then returned to it a half hour before sailing time. At 5:30 PM that day, while under way, six shipmates carried "Chips" onto the deck, and the flag-draped form was covered with wreaths.

"Heads were bared," Dawkins writes, "and Captain Williamson, in the hushed silence, read the 23rd Psalm. Then his shipmates raised the body and slowly 'Chips' Waters slipped into the sea he had sailed for so many years, while each man offered up a prayer in his heart for a good shipmate taken so suddenly."



Waters

Shipmates on the Robin Hood (above) carry the flag-draped body of Druey "Chips" Waters to the deck for burial at sea outside Durban, South Africa. Pallbearer Tadeusz Chilinski, in black suit, was working with Waters when he missed his footing and fell three decks down into the hold. Wreaths from his family, friends, shipmates cover the body. Also acting as pallbearers were Leo Goza, J. Dalton, James Skarvelis, Earl Morris and Henry Faille. At left, crewmembers gather around the lowered flag shortly after the accident. Pictured are Leo Goza, John Rennie, Earl Morris, Harry Miller, Bill Hatcher, Fred Washington, William Hubbard and James Skarvelis. Photos by Merwyn "Doc" Watson.



Panama Maps 1st Inspection Of Runaways

PANAMA—Panama finally appears to be taking steps to regulate working conditions and safety rules on some of the ships flying its flag. The action represents the first restrictions Panama has imposed on the large "runaway" fleet under its colors.

Panama's right to inspect the ships came in an agreement with the United States that permits Panamanian maritime and labor inspectors to board Panama-flag ships crossing the Panama Canal. Panamanian-flag ships that do not enter the Canal will presumably remain unregulated.

The inspectors will check on security and health conditions, inspect the ship's licenses and registrations, check on wages and determine whether the percentage of Panamanian seamen is in accord with Panama law.

The inspection system has been urged for many years by the Panamanian Seamen's Union. The abuses crewmembers suffer on Panamanian and Liberian-flag runaways have been under attack by the seamen's movement throughout the world.

Flu Shots For Seamen Readied

On the heels of warning from Washington about a possible Asiatic flu epidemic, the Public Health Service is now making plans for giving anti-flu "shots" to merchant seamen.

A spokesman for the PHS hospital in Staten Island said this week that so far the hospital has only enough vaccine on hand to inoculate essential hospital personnel.

However, the Surgeon General

in Washington has said that vaccine supplies for the public should be available by next month, and the PHS spokesman said that seamen will be eligible for the shots as soon as sufficient vaccine is received.

The shots would be given at the seaman's request on a first come-first served basis.

Ample Stocks By Fall

The hospital spokesman said that by October the PHS here should have enough vaccine to care for all persons eligible for PHS services, including those carried on by the Quarantine Service.

Meanwhile, PHS headquarters in Washington has said that transportation workers, presumably in-

cluding seamen, should be considered "essential" in getting the inoculations, and shipping interests in New York have called on the Government to give the maritime industry priority in getting the vaccine.

Has Forecast Outbreak

The Surgeon General's office has forecast an outbreak of influenza this fall and winter and announced that US manufacture are working around the clock to produce vaccine.

It is expected that about eight million doses of the vaccine will be ready by the middle of next month, with about half of this going to the military forces and the rest to the public.

Be Sure To Get Dues Receipts

Headquarters again wishes to remind all Seafarers that payments of funds, for whatever Union purpose, be made only to authorized A&G representatives and that an official Union receipt be gotten at that time. If no receipt is offered, be sure to protect yourself by immediately bringing the matter to the attention of the secretary-treasurer's office.

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